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The Hongkong Telegraph.

FOUNDED 1861
No. 12,818

四拜禮 號九十月十英曆 THURSDAY, OCTOBER 19, 1922 日九十月八

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THE DRAGON MOTOR CAR CO., LTD.

RELIEF CREWS FOR CHINA STATION.

H.M.S. Vindictive Leaves for Hongkong.

(Reuter's Service.)

London, October 18.
The light cruiser Vindictive is leaving Portsmouth to-day with miscellaneous reliefs to vessels on the Mediterranean, East Indies and China Stations. She will disembark at Hongkong a relief half-crew for the depot ship Tamar and other miscellaneous ratings, and will embark relieved men for Home.

EASTERN TELEGRAPH COMPANY.

Strengthening Main Lines to Far East.

London, October 18.
At the annual meeting of the Eastern Telegraph Company, Sir Denison Pender, president, said the gross revenue for the year was £4,124,000, compared with £4,331,000 for the previous year. The expenditure was £2,438,000, compared with £2,988,000 and the profit £1,686,000, compared with £1,343,000. A sum of £500,000 had been transferred to reserve and £563,000 carried forward. The dividend was 10 per cent, tax free. Besides a million sterling provided by increased capital, the Company since the Armistice had spent out of general reserve over £2,250,000 in laying additional cables and renewing sections of the main cables. A further £700,000 was to be expended, which would be dealt with later, together with the balance of the cost of new cables to be laid to complete the programme of strengthening the main lines to the Far East. It was hoped to complete the programme early in 1923, when the Company would be in a position to deal satisfactorily with any eventuality.

The Company had been working in close co-operation with the Post Office and India and South Africa, and it had been agreed to extend the Company's landing licences for 25 years, subject to the right of the British Government to purchase the whole of the Company's cables, plant and land stations, or such part as would be mutually agreed upon.

The Chairman complained of unfair competition by the Post Office in Australia traffic and said the Post Office was actively supporting the Pacific Cable Board route against the Eastern route to Australia. He announced that the Indo-European Telegraphs hoped their line between Britain and Teheran would be restored shortly.

P. & O. ANNUAL MEETING.

Lord Inchcape Fears Bad Times.

London, October 18.
Presiding at the annual meeting of the P. & O. Company, Lord Inchcape feared there must be a further considerable reduction in wages ashore and aloft if the ships were to be kept running. Referring to the loss of the Egypt, he said the Board had experienced technical advisers, and the regulations laid down by the Directors were very complete. The record of the P. & O. Company spoke for itself. Nothing had been or would be wanting to ensure the carrying out of every possible precaution to protect the lives of passengers. The organisation and discipline of the P. & O. Company were second to none, but the human element must always be reckoned with.

Lord Inchcape said many of their voyages had had an adverse result. Outward freights were scarce and homeward freight largely unremunerative. Operating expenses were far above those of previous times. There were signs of a break in the clouds, but there was apparently a poor year or two ahead. Operating costs must be reduced to secure equilibrium, and disaster must follow. Fortunately the P. & O. Company had provided for bad years and could carry on, but it must try to do more than make ends meet.

TEA AND RUBBER OUTLOOK.

Harrisons and Crossfield Chairman's Speech.

London, October 18.
At the Harrisons and Crossfield meeting, Mr. Heath Clark, president, said that the outlook was brighter, but he did not think progress would go very far until the exchanges had been somewhat stabilised and the reparations question practically settled.

As regards the tea outlook bonded stocks in the United Kingdom had fallen from 197,000,000 to 145,000,000 lbs. during the year ended August, and, provided that coarse plucking was not resumed, the industry should experience a period of prosperity.

Mr. Heath Clark estimated the consumption of rubber at 340,000 tons for the current year and 350,000 tons for next year. He hoped that elasticity would be given to the Colonial Office Committee scheme so as to prevent artificially high prices of rubber.

THE APPEAL TO THE DOMINIONS.

General Smuts' Vindication of the Home Government.

Johannesburg, October 18.
Replying to a charge by General Hertzog that the British Government appealed to the Dominions in regard to the Near East over the heads of their own governments, General Smuts said he had no fault to find with the attitude of the British Government. They were bound to notify the Dominions of what was happening, and they did so in the politest manner. Mr. Lloyd George, if he had not done what he did, would have failed in his duty to the Dominions. The Imperial Government acted with great firmness, and saved, without bloodshed, the Empire and the world from a very grave trouble.

THE RUBBER EXPORT-DUTY PLAN.

Some Opposition at Home.

London, October 18.
A letter to the Times from Mr. C. W. Dathysbire contends that the proposal to pass the rubber export-duty legislation so as operate from November 1 is not only most undesirable, but is unconstitutional, at any rate in the Straits Settlements. He declared that there is no urgent necessity for passing legislation by November 1, and, if the Bill is passed in the Straits, it should be sent Home for the King's allowance or disallowance in the ordinary course. This would give opponents of such panicky and uneconomic legislation time to organise a protest concerning same.

THE FUKIEN WAR.

Admiral Sah Enters Foochow.

Peking, Oct. 18.—Foreign telegrams from Foochow show that Admiral Sah Chen-ping entered Foochow on the 15th inst. and issued a proclamation stating that he had temporarily assumed the Civil Governorship, because there was no one in control. The messages add that Admiral Sah first communicated with General Li Puling and Huang Tai-wei, who advised him to await the arrival of General Hsu Sung-chih, who is expected to enter the city on the 16th instant.

Two thousand of Tsuchun Li Hou-chi's men are still at large. Admiral Sah Chen-ping does not think that the reinforcements from Canton and Kiangsi can be taken seriously. Another Peking telegram states that Li Hou-chi, Tsuchun of Fukien, has wired to Peking from Pagoda Anchorage stating that he has handed over the seals of office to Admiral Sah.

It is reported in a further Peking message that at a meeting held in the Presidential Palace the proposal of the Minister of War that an Army Corps be despatched to Fukien was approved.

Our Canton correspondent reports that General Chan King-ming is being kept busily engaged in dealing with the Fukien situation. In reply to reports from Cantonese officials in various parts of the province, numerous telegrams are daily despatched, whilst General Chan is also constantly in consultation with the Provincial Treasurer, regarding the sending of remittances to Hung Shun-lun with which to meet military expenses.

In order to prevent the publication of unfounded rumours, being circulated by members of Sun Yat-sen's party in regard to affairs in Fukien, the Government at Canton has ordered censors to go on duty in turn at the Press Society's headquarters to inspect reports from the province.

DEATH OF MR. KOJIMA.

Japanese Vice-Minister of War.

Tokyo, Oct. 18.—The death is announced of Mr. Kojima, Vice-Minister of War.—Reuter.

S.S. "GONDIA'S" FATE.

Posted at Lloyd's as Missing.

London, October 18.
The steamer Gondia, of Glasgow, 5,286 tons, which sailed from Rangoon for Shanghai and Kobe on July 19, with a cargo of rice, had been posted at Lloyd's as missing.

OUTSIDE THE THREE-MILE LIMIT.

British Protest Against Continued Seizures.

Washington, October 18.
Britain has protested against the continued seizure of British vessels by prohibition agents outside the three-mile limit.

THE GERMAN PRESIDENCY.

Herr Ebert to Continue in Office.

Berlin, October 18.
The Parliamentary parties have reached an agreement on the introduction of a Bill to extend Herr Ebert's tenure of the Presidency to June 30th, 1925.

MR. CHURCHILL'S CONDITION.

London, October 18.
Mr. Churchill has developed appendicitis, but his condition is somewhat better.

Mr. Churchill has been successfully operated on for appendicitis and is progressing satisfactorily.

MARKS AGAIN DEPRECIATE.

London, October 18.
German marks closed at 13,350 to the pound. The depreciation is attributed to news that the German Government is anticipating fresh drastic measures to restrict dealings in exchange.

LORD SELBORNE JOINS BANK DIRECTORATE.

London, October 18.
Lord Selborne has joined the directorate of the Peninsular Banking Corporation in succession to the late Sir Richard Vassall-Smith.

(Offs. Telegrams on Page 2.)

"BATTling KEY."

Chinese Boxer Arrives.

By the s.s. Hongkwa, there arrived from Singapore to-day, Tan Teng-kee (or, to use his fighting name, "Battling Key") who is anxious to fix up some boxing contests in Hongkong. This young Chinese lad, accompanied by two sparring partners, called at the Hongkong Telegraph office this morning, bringing with him credentials which show him to be a most capable boxer. Although he has been fighting both as a featherweight and a lightweight in the F.M.S. and Straits Settlements, he is a genuine "feather" and can easily make the featherweight limit of 9 st.

The logical opponent for "Battling Key" would therefore appear to be Seaman Chadwick, but as the Fleet is still absent from the Colony and will probably not be here until November 2nd, it is not yet known whether a contest can be fixed up. It is possible, however, that a fight may be arranged either for the 18th or 25th November, though the Chinese boxer is due back in Singapore sometime next month for a much-talked-of fight with E. "Roots" (Reutens), a Eurasian ex-Serviceman who has come on quite a lot down South. The former date would be more suitable to "Battling Key."

The public will be interested to hear that the visiting boxer will be seen in action at the V.R.C. to-morrow evening at 5.30 o'clock.

We are assured from a reliable quarter that "Battling Key" is a very clever boxer. Over a year ago he won the featherweight championship (amateur) of the Straits, very good men, in the semi-final and final. He has now turned professional, and under good training has put on weight and become cleverer than ever. He won the lightweight title some time ago, beating Johnny Carvalho, a man with a big reputation in Singapore, in one round. Previously the pair had met twice as amateurs, each winning once (on points), but when Carvalho won his opponent was badly handicapped by a bad cut over the eye in an early round caused by Carvalho's butting him with his head.

"Battling Key" has had many fights with Service men and hopes to be able to secure a contest here.

R.H.K. YACHT CLUB.

Report and Finances.

PROPOSED "FOURS" RACE ROUND THE ISLAND.

The annual meeting of the Royal Hongkong Yacht Club will be held at the Club house to-morrow at 5.30 p.m., when the reports and accounts will be presented and officers elected.

The report of the General Committee includes the following:—The bar profit for the year is \$476.32, an increase of \$18.90 over the preceding year, despite the fact that sales are down by \$241.39. Subscriptions from sailing and rowing members have increased by \$458.00; bathing subscriptions are also up by \$120.00.

During the year the use of the slipway was discontinued on being removed from the old U.Y.C. premises, and its subsequent working has, therefore, resulted in a loss of \$153.75 (expenses \$225.25 less fees received \$71.50) as against a profit last year of \$192.27.

A donation to the library of \$167.00 was made during the year, being the usual grant of \$150.00, plus binding and other expenses \$17.00.

The year's working resulted in a loss to the Club of \$1,006.53, as against a profit on the previous year of \$415.20. Income has increased by \$1,003.78, but expenditure is in excess of the previous year by \$2,425.51.

It will be noted that sailing entrance fees, \$57.00, were insufficient to meet cost of sailing prizes by \$162.60, the previous year showing a small deficit of \$2.75. Subscriptions collected to meet cost of regatta expenses, last year the Club made a profit under this heading of \$288.36, but this is up by \$1.33, and there is a new item of revenue in the form of an anonymous donation of \$250.00.

Turning to the balance sheet, Reserve Account has increased by \$2,449.47 through the generosity of Commodore F. Smyth who defrayed the cost of reclamation, extension, and turfing lawns, &c., in the sum of \$2,760, which, with members' entrance fees, \$696.00, less loss \$1,006.53, has increased the Club's net assets to \$3,897.80.

The additions to Club House, \$388.50, consist of flagstaff, flags, furniture, &c., and depreciation to that amount has been written off. During the year Messrs. A. G. Lamplugh and S. B. Columbian resigned the Hon. Secretaryship and Hon. Treasurership respectively and Messrs. F. G. Vaux and T. A. Martin were appointed in their stead.

Sailing Committee.
The report of the Sailing Committee states that the sailing was a successful one, with plenty of heavy breeze racing.

The Committee appeal once again to owners of the Chinese rig class to toss their yachts in the events for the Club Championship.

A series of week-end cruises are planned for the coming season and the Committee will be glad to receive the names of the owners of any cruiser yachts who are prepared to act as "Mother" ships to the smaller classes. We anticipate that these cruises will stimulate interest, spread a better knowledge of seamanship and promote a spirit of friendly rivalry among the various classes.

The Committee hope that all members will endeavour to make the first cruise of the season a great success. The date is October 7th, 8th, and 9th.

The Committee are hoping to arrange a series of short lectures to be given on interesting subjects connected with our sport and have pleasure in notifying members that Mr. A. W. van-Andel, has kindly consented to give a lecture on "Flags and their Etiquette" on a date to be fixed later.

The Committee have drawn up a scheme for the registration of yacht boys and look for the co-operation of members to make it a successful working arrangement.

The Committee have been successful in getting satisfactory boarders for sports, etc.

THE RUBBER SHARE ROOM.

Activity in Straits Market.

(Our Own Correspondent.)

Singapore, Oct. 19.
There is considerable activity in the rubber share market. There are many buyers, and more sellers are appearing, with increased values around 60 per cent.

Rubber is quoted at 40 to 40 1/4 cents, the London quotation being 11 1/2d.

The market is steady but there are few forward sales, sellers being reluctant.

will prove to be a help and convenience to members.

The Harbour Master, Commander C. W. Beckwith, R.N., has arranged that anchorages may be available within Causeway Bay Refuge. Your Committee wish to record their thanks for his help in this matter.

The other members of the Committee wish to place on record their appreciation of the work done by Mr. A. W. van-Andel in connection with the fixing of marks, starting of races and generally helping to carry out the sailing programme to a successful finish.

Rowing Section.
Rowing members are reminded there will be scratch races for "Fours" and "Pairs" at the opening cruise and are requested to send in their names to the rowing captain so that crews can be drawn before the opening cruise day.

Bathing Committee.
The Bathing Committee's report states that the General Committee decided again to open the Club to approved bathing members. The subscription of \$15.00 in force last season was again charged, but from July onwards members were admitted at a reduced rate of \$10.00.

The facilities of the Club were thrown open to members and their families and were appreciated; the lawn extension being much used by ladies and children.

Rowing Committee.
From the report of the Rowing Committee we take the following:

A number of our oarsmen, including Messrs. Havelock Davies and McCann, will be leaving the Colony before the next regatta, and it is to be hoped that the new members will take an active interest in the rowing section.

Boats.—A new pair and four were purchased from Messrs. Sims Bros., of Putney, and were much appreciated by our competing crews at the Repulse Bay Regatta. The boats are of the latest design and are in every way serviceable and comfortable.

Old Boats.—The old boats are in a very bad state of repair and will not stand any further reconditioning. The Committee strongly recommend that several four and pairs be built locally at approximately half the cost of the boats ordered from Home.

Sculling Feats.—Messrs. D. C. Lozan and L. S. Johnson sculled round the island on the 3rd, June and 27th, August respectively. They are to be congratulated on their strenuous performance which has not hitherto been accomplished.

Race Round the Island.—The rowing captain would like to receive the names of members who are keen enough to enter for a "fours" race round the island, to be held early in the winter. Crews from any Club will be eligible. An interval of several hours will be allowed for a rest and tiffin at Repulse Bay or Deep Water Bay.

Training Season 1922-23.—The rowing captain is pleased to report that Mr. R. Sutherland has very kindly promised to provide a launch several nights a week during the next training season for members who wish to train during the winter. The launch will leave Blakes Pier at 5.5 p.m. The days will be fixed later to suit the convenience of members. Mr. Sutherland has also offered to coach and train rowing members, and being an old and experienced oarsman, his assistance will be most valuable.

CRIMINAL SESSIONS.

Wong Chau Tong Robbery.

Six men were charged at the Criminal Sessions, before Mr. Justice Wood, the morning, with robbery by two or more; three were further charged with receiving and one with illegal possession of arms.

Mr. H. K. Holmes, putting the case for the Crown, explained that three boats, which were moored together at Wong Chau Tong, on the night of Sept. 16th were boarded by six men. The occupants of the three boats were asleep. The robbers awakened them, two men on two of the boats were relieved of their junks and confined in the holds, the robbers then ransacking three craft and making good their escape. The matter was reported to the police and investigations were made.

On the morning of the 17th, the police went in a motor-boat to Ma Tau Sa. A fisherman living there told them that while drawing his boat up on to the shore owing to a typhoon coming on he saw some of the stolen property. He picked it up and hid it and gave it to the police. The police continued their enquiries and in a house at Han How found a quantity of the stolen property and three of the prisoners, whom they arrested. The other three men were arrested at another house later.

Case proceeding.

CRUELTY TO POULTRY.

Magistrate's Pertinent Queries.

Forcruelly to poultry, a carrying coolie was summoned before Mr. E. W. Hamilton, at the Police Court this morning.

Inspector Cayzill said that although two of the three poultry crates contained a matting at the bottom, the third basket had not the same provision, with the result that much suffering was caused to the birds, which were crowded into a small space.

Asked if he had anything to say, the defendant pleaded that he was ignorant of the regulations.

His Worship:—It is not so much a question of regulations. Would you like to be in a small basket, with 18 other men, carried along by a pole? You ought to see it is cruelty. Whom do you work for?

The reply was that defendant worked for the Wing Sing market, in Wanchai.

The Magistrate:—You are the person responsible. I was going to fine you \$25, but in view of the fact that there was matting at the bottom of two of the baskets, I am going to reduce the fine by \$5. I may also consider confiscating the chickens if there is any more cruelty. You can tell your master that.

News in To-day's New Advertisements.

The Bank Line advise consignees that the s.s. City of Tokio has arrived from Europe.—Page 4.

Lane Crawford's advertise men's evening wear.—Page 6.

"White Label" Scotch Whisky is advertised by A. S. Watson and Co.—Page 6.

LISTEN!

The biggest enthusiasts over advertising are the ones who have done most of it.

The ordinary general meeting of the China Light and Power Co. (1918) Ltd. will be held on November 9th.—Page 4.

Wm. Powell's advertise sports sweaters and jackets.—Page 7.

The Hongkong Hotel Garage advertise Cadillac Cars.—Page 3.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 24.5.13 1/2d.

The Weather.

5 p.m. Barometer—29.86. Temperature—79. Humidity—100. Wind—S.W. Light.

NOTICE.

SINCON & CO.,
(Established A. D. 1880.)
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THERAPION	No.	3

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arranged under the name of which they sail, indicating the approximate latitude.

On each BUSINESS CARD is Form design to list their connections, if they have.

DEALERS SEEKING AGENCIES
can be printed at a cost of 30 cents each. It is placed in the hand which they are inserting in the slot, and costs 25¢ to 27¢.

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108 YEARS.

Artistic photographs for
all occasions.
Call or Phone Central No. 4310.

H. Morita,
N. Akaji,
H. Sugita.

A SHANGHAI BANK CLOSURE.

Shanghai, Oct. 12.—The liquidators of the Far Eastern Bank and International Exchange, which were closed recently, have filed suit in the Mixed Court against Liu Yu-feng, one of the original promoters of the International Exchange, for \$525,000, alleging that Liu subscribed for 25,000 shares at \$50, totalling \$1,250,000, and later signed an affidavit that he had paid up \$525,000, whereas the liquidators allege that Liu paid nothing. The liquidators therefore ask judgment in this sum, also that Liu be held responsible for the remainder.

—Reuter.

First Annual Meeting.

SHANGHAI
BANKRUPTCY.

INCOME-TAX YIELD.

The Commissioners of Inland Revenue have submitted to the Lords of the Treasury their report on the revenue under their management for the year ended March 31, 1921. The gross receipts were £797,836,425, and after payments to the Exchequer and other Departments there was a balance of £12,006,563. The gross amount of Inland Revenue duties, &c., collected including amounts collected by other Departments was £753,754,539. The gross collection of these duties including amounts borne on the duties of other Departments was £8,566,942, or 1.13 per cent. In regard to income-tax, the Budget estimate of the amount receivable by the Exchequer for 1920-21

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for **THROAT & CHEST**

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**OFFER TO "BUY" A
HUSBAND.**

Rich Woman's Plan

A triangular romance, in which well-known wealthy society woman of San Francisco is involved, and makes no secret of it, is interesting the public because of the prominence of the woman in question. Mrs. Edith Huntington Preckels Wakefield, and the singular circumstances of the

Mrs. Wakefield was the first wife of the late John D. Spreckels, owner of a sugar magnate. She is 39 years old, and has three children, the oldest of whom is 19.

She has offered to "buy" Mr. Rodney Kendrick, a newspaper artist, from his wife, who is a invalid suffering from tuberculosis, by settling on the latter \$20 a month for the rest of her life. She proposes that Mr. Kendrick shall obtain a divorce from her husband, while she obtains a similar separation from Mr. Wakefield, so that she and Kendrick can marry.

Mr. Kendrick is the same as Mrs. Wakefield. His wife

WEDDING RING HANDED OVER
It appears that the invalid
in a sanatorium. Her husband
and Mrs. Wakefield brought her
home, and the trio lived together
happily.

"There was no concealment of how things stood," said Kendrick. "Mrs. Wakefield told my wife in the presence of my mother that she loved me and would marry me if we were free. There was no longer any love between me and my wife, and yet we were all friendly. It was the plan that everything should be done for my wife's comfort and happiness."

Mrs. Kendrick was considering the offer, and admits that she had already turned her wedding ring over to Mrs. Wakefield when somebody advised her to sue for £5,000 damages for alienation of her husband's affections. Coincidentally she instituted a suit for divorce against him.

Simultaneously Mr. John D. Spreckle, senior, father of Mrs. Wakefield's first husband, filed an action to obtain the custody of his three grand-children, and began a second suit to have set aside a bequest for £160,000 from the estate of his son in favour of Mrs. Wakefield.

FEMALE ROBBERS.
Two female armed robbers with 10 male associates visited a flour boat near Shanghai the other day. Two members of the crew were injured by their fair assassins, who secured a quantity of clothing.

The Hall Mark of Superiority
THE VICIRULA
MOUTHRIES - Exclusive
Distributors.

NOTICE.

HONGKONG HOTEL GARAGE

In conjunction with CHINA MOTORS (1922), LTD.
STAR AND EASTERN GARAGE, Shanghai.
YIH CHONG GARAGE, Peking.

SOLE AGENTS FOR

Cadillac MOTOR CARS



LATEST MODELS, TYPE 61.

SHOW ROOM PEDDER ST.

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Tel. Central 32.

BUBBLE BOOKS
"that Sing"



Make the Children Happy!

When the children "have everything" and it is a problem what to give them next, Bubble Books come to the rescue and keep the children happy and contented for hours and hours. Think of how much fun you could have had when you were little if the books you had were not only full of beautiful pictures, but had phonograph records as well. And that is just what are in Bubble Books. Each one tells a different story of a little boy's adventures in fairy land. It tells how he blows the magic bubbles from which come the characters in the story. Funny Froggy, Little Bo Peep, Jack and Jill, and all the other little people that children love are there and the songs they sing are on the records. They are real records and can be played on any phonograph. Each Bubble Book is complete in itself. There are twelve now ready and others are in preparation.

AT
ANDERSON'S

AN ARID MERCHANT MARINE

Effect of the U. S. Prohibition Law.

To those possessing the broad elements of common sense and sanity, it is obvious that the new ruling recently made public in the United States, to the effect that in future all vessels flying the American flag will be prohibited from carrying alcoholic liquor will, if strictly carried into effect, prove a factor more adverse to the prosperity of the American Merchant Marine than all the competition in the passenger-carrying trade which United States vessels are likely to encounter from ships of other nations. Under the ruling referred to, American vessels are placed virtually on the same footing as American territory proper, in regard to the possession and sale of alcoholic drinks while foreign vessels visiting American ports will be compelled to observe the ruling in its strictest entirety so long as they are in American territorial waters.

This enforcement of the ruling, which indubitably is a great victory for the prohibition party in the United States, will prove to be nothing less than a direct blow at the American passenger-carrying trade, a trade which has been built up to its present proportions only by unremitting efforts on the part of those whose first consideration is the betterment of the United States in her position as a maritime nation. It is well-known that absolute prohibition is by no means an acceptable state of affairs to the majority of the citizens of the United States, whether living in their own country or not, and the arbitrary enforcement of American passenger vessels of an arbitrary law which already has incurred so much dissatisfaction will prove to be a blow struck at the American passenger-carrying trade, and will undoubtedly find an adverse reaction in the great passenger ports of the United States.

The prohibition party of the United States, that misguided body which, in striving to attain what is really an unattainable ideal, has apparently lost sight of all the factors of common sense and expediency, has for a considerable time been attempting to get all manner of American shipping included in the scope of the Volstead Act; and though the Chairman of the United States Shipping Board, Mr. Lasker, with a persistency and a disregard of the opinion of the prohibitionists that are commendable, had resisted "successfully the apostles of aridness afloat, there has come the ruling of Attorney-General Daugherty, and already ratified by President Harding; and an order has been issued prohibiting the transportation or sale of alcoholic liquor on American vessels whether publicly or privately owned, on the ground that such practices are illegal. According to the Attorney-General, it is also illegal for non-American vessels to sell or transport liquor within the three-mile limit. The ruling applies also, it would seem, to Honolulu, the Philippines and other American possessions. Mr. Lasker is reported to have stated that foreign steamship lines would undoubtedly enjoin the United States Government from enforcing the opinion of the Attorney-General so far as foreign vessels are concerned.

To all genuine well-wishers of the United States, and to Americans especially, it will appear little less than monstrous that a body of individuals with the impossible ideal of the total suppression of the drinking of alcoholic liquors, should be able to wield, or at any rate to influence, so great a power as to place the American passenger-carrying trade in a position which could never become popular with the travelling public, which can really be productive of little good morally, and will without doubt be productive of much harm financially. There is no need to go into the eternal question of whether alcoholic drink is good or otherwise for human consumption, or whether a person has a right to a whiskey-and-soda or any other drink should be so inclined; the aspect of the freedom of the individual in connection with prohibition has already received so much comment from Americans themselves as to render further comment on that count superfluous. From the viewpoint of expediency, however, the enforcement of prohibition on American ships is bad, very bad,

AUTUMN FASHIONS



Most of these are tailored frocks. Side drapes are shown on some. High collars on others. One dress is not able to disregard the present vogue of capes and has a loose skirt panel in back that folds up across one's shoulders as a cape. Fine French serge and twill are used.

business. Apart from the question of safety, the first considerations of any concern engaged in the transportation of passengers overseas are in regard to comfort and attractiveness. Although it is a matter on which no figures could possibly be available it is certain that by far the great majority of persons travelling by sea are not total abstainers and that the average person intending to travel by sea, if confronted with a choice of two vessels, one dry and the other catering for the normal requirements of the average individual, would choose the latter. The prohibitionists have made America dry and not satisfied with that they have, apparently as a matter of principle (it certainly could not be from reasons of patriotism), caused the scheme to be extended to where it can have little good effect on the general question of temperance, and what infinitesimal good it might bring about will be overwhelmingly outweighed by the adverse effect on the success of the American passenger-carrying service, the high class of which has come to be generally acknowledged.

The Daugherty ruling will affect three popular lines running from United States to the Far East—the Admiral Line, with the ss. President Jackson, President McKinley, President Grant, President Madison and President Jefferson; the Pacific Mail S.S. Co. with the President Pierce, President Taft, President Wilson, President Lincoln and President Cleveland; and the China Mail S.S. Co. with the ss. China and Nanking. Incidentally the Nile of the China Mail is under British registry, so presumably will not come under the ruling, apart from the times the vessel is in American waters. All of those lines have striven, by no means unsuccessfully, to make their vessels sought after by the travelling public, and it seems probable that the enforcement of the Daugherty ruling will undo much of the good constructive work that has been done in building up the American trans-Pacific passenger services to the state of perfection they have attained.

The ruling applies to vessels of all classes and on all services, and though the effect on the commercial side of the operation of United States cargo-ships will no doubt be negligible, the utter prohibition of any kind of liquor on board will be an added incentive to non-temperance members of the crews to indulge in drinking when they touch at a foreign port, with a consequent loss of efficiency while the vessels are in port. Advice from New York indicates that even the private supplies of officers on American ships have been confiscated and sealed, and it would appear from this that the master of an American ship and his officers are to be prevented in having any liquor on board under any consideration. There are many aspects to this view of the case, so obvious as to preclude comment, but one cannot help wondering at the feelings of an officer who has been on watch in a blizzard in winter, and has

gone off duty wet through and chilled to the bone. To many, under circumstances such as these, a little alcoholic nourishment is an infallible preventive of ill-effects, yet in future the officer who needs, and would like a little liquor, can expect nothing more refreshing than a portion of sweetened loganberry juice. It seems impossible that the American nation, once it realizes the probable ill-effects of the Daugherty ruling on the United States Merchant Marine, will tamely submit to a large portion of the American overseas passenger trade being literally thrown away; especially in these days of keen competition; and while there appears no doubt that as the American law stands at present United States vessels are compulsorily arid, it will be remarkable if, in the near future, there is not such a national outcry as to totally upset a law which fundamentally is little less than a regrettable pandering to an unreasonable crocheted of misguided temperance fanatics. Shipping and Engineering.

WHAT TO EAT, AND HOW.

The Importance of the Digestion.

Easy to get, hard to get rid of: that is what most sufferers think of dyspepsia. They are astonished when their stomachs begin to trouble them seriously. They can't think of any adequate cause. They have been eating hurriedly and irregularly for a long time to be sure, but they supposed their stomachs were quite used to that. Why should their stomachs fail all at once and make them restless and sleepless and faint and dizzy? Many people know by experience that the strength which the weak stomach needs, and for the lack of which the whole body is suffering, can be found surely and quickly in Dr. Williams' pink pills. In hundreds of cases of indigestion and dyspepsia these pills have proved effective where other remedies have failed. The reason is that Dr. Williams' pink pills make new rich blood which strengthens the digestive organs and enables them to perform their work. The appetite returns, the nerves are steadied and the whole system toned up.

If what to eat is your problem, it is solved by the Diet book to be obtained free from the Dr. Williams' Medicine Co., 95 Szechuen Road, Shanghai. Write for a copy to-day.

Now is the time to begin Dr. Williams' pink pills. From any dealer; or direct from above address, \$1.50 per bottle, \$8.00 for six bottles, post free. For men and women too.

SHANGHAI'S C.M.G., Mr. Sidney Barton, C.M.G., H. B.M. Consul-General at Shanghai, has accepted the Hon. Presidency of the Christian Literature Society.

The Best Family Investment THE VICTROLA It gives joy to all MOUTHRIES—Exclusive Distributors.

KOMOR & KOMOR'S

LADIE'S DEPARTMENT

is closing on the 30th. of this month.

DO NOT MISS

THE CLOSING SALE

WHITEAWAY LAIDLAW & CO., LTD.

MEN'S WEAR SPECIALISTS

"JASON" PURE WOOL UNSHRINKABLE

UNDERWEAR

(SOLE AGENTS)

THIS UNDERWEAR POSSESSES THE VERY PROPERTIES AND QUALITIES THAT ARE ESSENTIAL TO HEALTHY CLOTHING. HEAT WILL NOT PASS THROUGH WOOL SO READILY AS IT DOES THROUGH SILK, OR COTTON, CONSEQUENTLY WOOL IS MUCH BETTER FOR CLOTHING THAN EITHER OF THE OTHER MATERIALS.

"JASON" GARMENTS ARE MADE FROM THE BEST WOOL OBTAINABLE. THEY ARE ELASTIC, POROUS, ABSORBENT, NON-IRRITATING, AND UNSHRINKABLE. EVERY GARMENT REPLACED IF IT SHRINKS. WE ARE NOW ABLE TO RETAIL THIS "HIGH GRADE WOOLLEN UNDERWEAR"

AT VERY ECONOMICAL PRICES

TROUSERS,

From \$3.95

VESTS

(LONG SLEEVES)

From \$3.95

SHORT SLEEVES

From \$3.75

JASON UNDERWEAR

STOCKED IN FOUR

WEIGHTS:—

LIGHT, MEDIUM AND

HEAVY.

INSPECTION CORDIALLY INVITED

WHITEAWAY, LAIDLAW & CO., LTD.

THE HANG LEE CYCLE

English Bicycles

and Racers

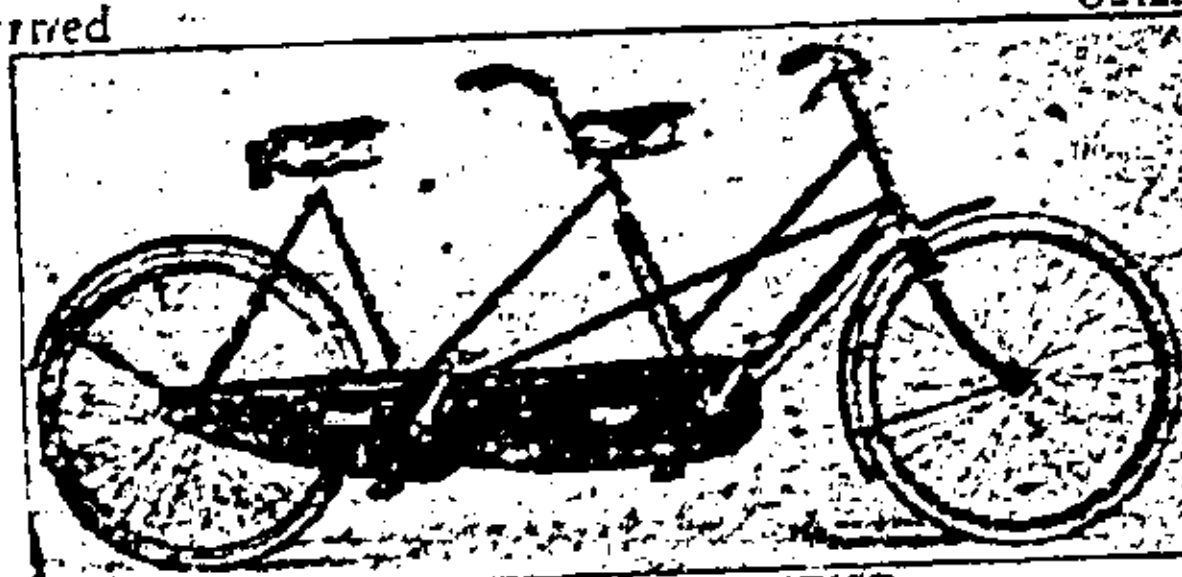
now arrived

30 RAIPHONG ROAD, KOWLOON (next to Palace Hotel)

English Palmer

Eyes and Repair

Outfits for sale.



LADIES & GENTLEMEN'S

CYCLES AND TANDEM

FOR HIRE OR SALE

TELEPHONE NO. 8-771

TAI LEE CHAN

Established 1884.

METAL GOODS

and SUNDRY HARDWARE

Telephone Central 1993.

119, Jervois Street

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND HARDWARE MERCHANTS.

PHONE CENTRAL NO. 1110. 25, WING WOO ST. CENTRAL.

FRENCH LESSONS.

C. MOUSSON, 15, Morrison Hill Road.

ELECTRIC WIRING

NEATLY CARRIED OUT WITH BRITISH

MADE CABLES ONLY.

ESTIMATES GIVEN FREE.

ALL WORK GUARANTEED FOR SIX MONTHS AFTER COMPLETION.

THE PATENT

KINGSWAY WIRING SYSTEM

FIXED WITH RAWL-PLUGS

ENSURES A GOOD JOB.

ENGLIS SUPERVISION.

THE

GENERAL ELECTRIC

TELEPHONE 518.

COMPANY OF CHINA LTD.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—Japanese nurse for baby on the Peak and to travel to England next Spring. Reply Box No. 805 c/o "Hongkong Telegraph."

CHINESE COMPETENT TYPIST, with good knowledge of English by commercial firm. Apply, stating salary required and experience to Box No. 801, c/o "Hongkong Telegraph."

WANTED.—Immediately competent stenographer for extra work after 5.00 p.m. Reply Box No. 804 c/o "Hongkong Telegraph."

WANTED at once English or European Nurse for Manila. Write McPherson, c/o Headquarters House.

W. O. BARRINGTON, B. Eng. (Lpool.), undertakes to prepare Marine Engineers for all B.O.T. Certificates (Steam or Oil). Private tuition to University Students, etc. For particulars apply G.P.O. Box No. 653, Hongkong.

TO BE LET.

TO LET.—One European flat in "Lee Building" (Gap Road, Wanchai). Apply to 32 Kennedy Road.

TO LET.—Immediate occupation. A newly-built house on Bowen Road level. Seven large rooms and spacious out-houses. Tennis court and garden. Suitable for Mess or private Boarding house. Apply to—
J. M. NORONHA,
CREDIT FOUNDER D'EXTREME-ORIENT.
Prince's Buildings.

TO LET.—FANLING. A new Bungalow situated on Wo Hop Sek. Apply to Tsang Foo & Co.

FOR SALE.

FOR SALE.—Steam Launch 1st Class Condition. For full particulars apply Box No. 773 c/o "Hongkong Telegraph."

FOR SALE.—New Perambulator for sale. Serviceable Push-car, sitting position, dark blue, just arrived from Harrods, \$35.00 Telephone No. 58, The Peak.

FOR SALE.—Current account and savings at the local Banque Industrielle de Chine. Amount total: 15,000 francs (about \$2,600). In view of early opening of Bank what offers? Reply to Box No. 798 c/o "Hongkong Telegraph."

FOR SALE or Exchange.—For good double-barrelled Shotgun, 2-I.S.S.'s half bonds at \$6. each, fully paid up for 22 months. Any reasonable offer. Apply to Box No. 799 c/o "Hongkong Telegraph."

FOR SALE.—In Shau-ki-wan, a plot of land suitable for a building site, near Tram Line. For particulars apply Box 802, c/o "Hongkong Telegraph."

NOTICE.

I have this day established myself as General Export and Import Merchant under the trade name of P. M. Pinquet & Co. at 17, Queen's Road, Central.

P. M. PINQUET.
Hongkong, 12th. October, 1922.

THE DELTA OF THE PEARL

By a Canadian Observer. Being Impressions and Reflections during a ten days' cruise of the Canton Delta.

4x7 inches, 42 pages
Price 50 cents.

On Sale at KELLY & WALSH, BREWER & CO. and "HONGKONG TELEGRAPH."

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 23rd. day of Oct., 1922, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government of one Lot of Crown Land at Victoria Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Contents in sq. feet	Annual Rent	Upset Price
1	Lot 1, Victoria Road, Hongkong.	108	108	108

NOTICE.

On and after Friday the 20th. instant Mr. R. Rodenbusch, Acting Agent of the Messageries Maritimes, will take charge of the Hongkong Agency.

A. JOBARD,
Acting Agent.
Hongkong, 18th. Oct., 1922.

THE CHINA LIGHT & POWER CO., (INC.), LTD.

THE FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on THURSDAY, the 9th. November, 1922 at 11 o'clock in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 30th. September 1922, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be closed from TUESDAY, the 1st. October, 1922 until THURSDAY, the 9th. November 1922, both days inclusive.

SHEWAN, TOMES & CO.
(General Managers.)
Hongkong, 19th. October, 1922

HONGKONG WOMEN'S GUILD and MINISTERS CHILDREN'S LEAGUE.

GARDEN FETE AND SALE OF WORK

In aid of local Charities and other Children's Funds To be held in the grounds of GOVERNMENT HOUSE Saturday, Nov., 4th. at 2 p.m.

NEW STALLS. NEW SIDESHOWS.

J. B. LAL, THE ABLE INDIAN PHYSICIAN FROM SINGAPORE.

is now ready to receive anyone who wishes to consult him on the following diseases, viz:—Scurvy, Gout, Rheumatism, Paralysis, Dropsy, etc., etc. GUARANTEES TO CURE or above diseases in less than TWO MONTHS.

A Reward of \$1,000 (one thousand), will be paid to any doctor who is able to cure the above mentioned diseases within 2 months. Anyone making use of my medicine, either by removing my label or substituting his own will not be entitled to the reward. The medicine is my own preparation. I can cure all kinds of Eye Diseases as well as other diseases and guarantee to cure radically. Consulting charge \$3.00 Visiting Fee 5.00

Consulting hours 9 a.m. to 12 Noon, 3 p.m. to 6 p.m.

J. B. LAL,
12, Nathan Road, Kowloon.

MRS. SEKAI MASSAGE

THE CANTON BANK, 2nd. Floor, No. 2, DUNDRELL ST. HONGKONG

NOTICE.

The hairdressing saloon of Messrs. Campbell Moore and Co., which was formerly situated in the Hongkong Hotel, is now being carried on in the premises of the Hongkong Cigar Store on the corner of Alexandra Building. We have no connection with the present barber's shop in our old premises.

Whilst thanking our numerous customers for their past support, we beg to solicit the continuance of their patronage.

Est. 1885. Over 25 years in the Hongkong Hotel Building.
Hongkong, October 3rd, 1922.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.
From HAMBURG, BREMEN AND ROTTERDAM
The Steamship.

"CITY OF TOKIO"

having arrived, Consignees of Cargo are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holl's Wharf, whence delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after 25th. October, 1922, will be subject to rent.

All claims against the steamer must be presented to the Under- signed on or before 1st. Nov., 1922, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon within the free storage period of one week. No Fire Insurance has been effected.

Bills of Lading will be countersigned by
THE BANK LINE LIMITED.
(General Agents.)

FOR HAIPHONG AND HOIHOW.

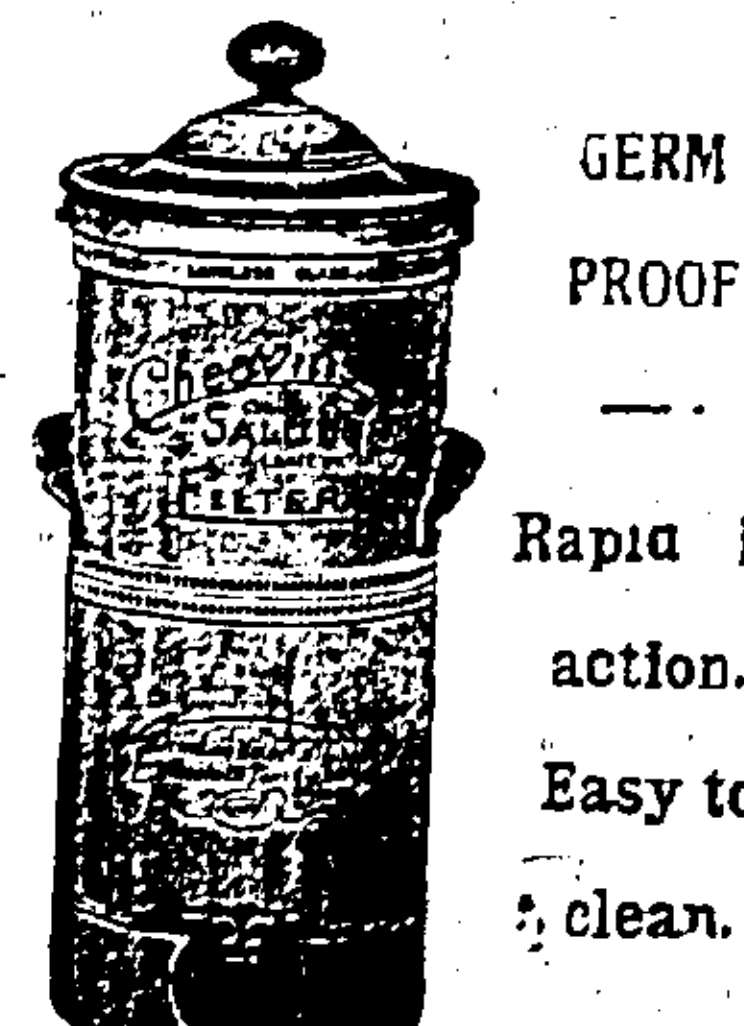
Sails for Haiphong and Hoihow every alternate Tuesday.
The favourite passenger steamer
HAI-HUNG
Sails for Haiphong and Hoihow on Tuesday, 20th. October, 1922.
1922 Time, 10.00 a.m. and 10.00 p.m. and 10.00 p.m.
114, Wing Lok Street.

THE COWIE HARBOUR COAL COMPANY LIMITED. SILIMPON COAL.

THE undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.
Agents,
The OWIE HARBOUR COAL CO. LTD.



THE FAR EAST BUILDING CO.
Nos. 42, and 44, Des Voeux Road, Central.
Tel. No. 5092, Central.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 24th. Oct., 1922 commencing at 11 a.m. at the China Provident Loan & Mortgage Co's godown, Kennedy Town
(for account of the concerned)
17 Barrels Rosin
Terms: Cash on delivery.
LAMBERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 24th. Oct., 1922 commencing at 11 a.m. at the China Provident Loan & Mortgage Co's godown, Kennedy Town
20 Platform Scales, 600 lbs. Capacity
50 Rolls Insulated Roofing
25 Rolls Asphalt Roofing
22 Rolls 15 lbs. Saturated Felt Roofing
20 Rolls Positive Seal Felt Roofing
LAMBERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 25th. Oct., 1922, commencing at 11 a.m. at their Sales Rooms, Duddell Street
A Consignment of High Grade Cashmere and Tweed Suit lengths, Superior Overcoating, etc.
And
12 dozen Woollen Socks.
On view from Tuesday, the 24th. inst.
Terms: Cash on delivery.
LAMBERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 26th. Oct., 1922, commencing at 10.30 a.m. at No. 10 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.
A Quantity of Round, Flat and Square Iron, Wire Nails, Steel Plates Zinc plates, Wire Ropes, Scrap Iron, Flat Rubber, Cod Liver Oil, Flour, etc.
Terms: Cash on delivery.
LAMBERT BROS., Auctioneers.

MOTOR BOATS FOR SALE.

The Twin Screw Tunnel Stern Motor Launch "ENRICA" (Built of Steel).

Length overall—56' 0"
Breadth moulded—11' 6"
Depth moulded—3' 6"
Draft moulded—18" to 19"
D.W. capacity on above draft—3 tons.

Speed—8½ knots.
Engines—Twin set "Kelvin" Motors, each 30 h.p.
Installed with Electric Light.
Price \$10,000 or near offer.

The Motorboat "KEIKUNG" (Built of Teak).

Length overall—29.8/10'.
Breadth—7.5/10'.
Draft (approximate)—18"
Engine—"Kelvin" Paraffin Motor.
Price \$1,800 or near offer.

APPLY
NESTLE & ANGLO-SWISS CONDENSED MILK CO.,
11, QUEEN'S ROAD CENTRAL.

If Christmas Comes

and your people at home are disappointed that no word or greeting has come from you, it will be because you have missed the mail.

Do not take the risk of causing them worry and disappointment, when in a few minutes you can reach the South China Morning Post Office and choose from a wide selection of Christmas cards in colour of Chinese people you see in the streets day after day.

Women, old and young, children and babies, policemen and criminals, houseboys, amahs and coolies, junkies and rickshaws.

Send us your order now, or call and see specimens.

We will print your name and address and one Christmas greeting, free.

Price \$2.00 dozen including envelope.

Sample sets of cards sent to outposts only on application.

South China Morning Post, Ltd.
5 Wyndham Street, Hongkong.

"I'LL LEAVE IT TO YOU."

A.D.C. Again Draw Full House.

There was a full house at the Theatre Royal again last night, when the Amateur Dramatic Club gave their third performance of "I'll leave it to you."

As in the two previous presentations everything went off perfectly smoothly. The production generally puts most of the professional companies that visit us a long way in the shade and several times a particularly clever piece of acting by one of the cast aroused enthusiastic applause.

All the members of the cast interpreted their parts well. Mr. M. S. Northcote again made a brilliant hit as "Uncle Daniel" and Mrs. W. Logan made a capital Mrs. "Dermott." Mr. A. N. Lucy as "Bobbie" was very natural.

KIPLING AT THE CORONET.

"Without Benefit of Clergy."

Like many another literary man of less repute, Rudyard Kipling has, as they say "fallen" for the films. He has written for the screen a touching love story called "Without Benefit of Clergy" and packed audiences saw it at the Coronet yesterday when it was presented for the first time.

If a census were taken to discover which of Kipling's famous phrases was the most oft-quoted, the one about "East is East, and West is West" should have no difficulty in getting somewhere near the top of the poll. Paradoxically enough, in this picture the train do meet and get along together most successfully. An Englishman in Lahore goes through a native marriage ceremony with a pretty Hindu girl and they live together perfectly happily until the dread scourge of cholera takes away first the little son that is born to them and then the stricken mother.

That is all there really is to the story. There is no plot and its appeal is to the emotions. It is simply a beautiful, moving human story portrayed in a fashion that is realistic without exaggeration and feelingly acted without being in the least overdone. The settings are accurate down to the last detail. For example the producers have not even forgotten that in India the European wears a grey suit in the evening and the native street scenes are particularly cleverly done.

WEATHERS MADE BY DISABLED SOLDIERS.
Wreaths of imitation flowers are being made by limless ex-Servicemen, employed by the "Disabled" Society.

POWELL'S QUALITY CARPETS

AT SPECIAL PRICES.

SEAMLESS AXMINSTER SQUARES

12' 0" x 15' 0" 10' 6" x 13' 6" 9' x 12'

Plain Centres with line borders, Floral, Indian and Turkish patterns.

SEAMLESS OVAL CARPETS

9' x 12' 10' 6" x 13' 6"

FINE QUALITY TIENTSIN RUGS

6' x 9' 4' x 7' 3' x 6' 2 1/4' x 3 1/4'

Artistic shades with line and key borders.

ANGLO ORIENT WOOL-PILE REVERSIBLE RUGS.

SUNDOUR WASHABLE RUGS.

HEARTH RUGS IN MANY SIZES & QUALITIES.

CARPET with BORDERS to match, Axminster, Wilton and Brussels, to make any size square.

PLAIN COLOURED FLOOR FELTS.

Estimates Free.

Wm. POWELL Ltd.

TO-DAY'S MISCELLANY.

Rio de Janeiro, where a great International Exhibition has just been opened, owes her name to a date and a mistake. When Alfonso de Souza, the Portuguese navigator, found himself in the spacious bay, he imagined he had discovered the mouth of a mighty river, and it being the first day of the first month of 1531, he named it River of January. The name was not applied to the city that presently grew upon the hilly shores of the bay until many years afterwards. That was originally called St. Sebastian.

Writing in a Home paper a correspondent states: "An observer suggests that it is possible to tell to which railway an engine belongs, even if you cannot see the locomotive itself. The whistle of Midland engines, for instance, differs from the screech of the Lancashire and Yorkshire, and there is just as marked a difference between the whistles of other companies' engines. The locomotive of the North Eastern can be readily distinguished by reason of the panting and snorting of the apparatus which works the Westinghouse brake. Most of the other companies use the vacuum brake, which is silent when the train is at a standstill. The London and North Western locomotives have a special distinctive feature in the shape of a peculiar little rattle or jingle between the puffs on the engine. Only a little practice is needed to enable one to say with remarkable accuracy to which company a passing engine happens to belong."

Dame Genevieve Ward was a bright wit to the end. After her last night at the "Old Vic," the great actress, who probably never once kept the stage waiting for herself kept waiting, by her coachman, who, for the moment, could not coax his horse forward to the stage door. Looking up at the box, she called out in her best Siddons manner: "Hurry up, old Chap!" The idea of this youthful her coachman—a venerable fellow of perhaps nearly 40—raised a well-laugher and cheers from her audience—in the street.

On the subject of names for houses, it is recalled that when Huxley built himself a house at Eastbourne he wrote to Sir Michael Foster:—"One is obliged to have names for houses here. Mine will be 'Hodeslea,' which is as near as I can get to the original shape of my very ugly name. There was a noble scion of my house, who, having burgled and done other wrong things (tem. Henry IV.) asked for benefit of clergy. Between this gentleman and my grandfather there is a complete blank, but I have none the less faith in him as my ancestor." Gustave Dore expressed the name of his house at St. Cloud in a state of music with the notes C E B A C D (do mi si la do re), which, being interpreted, means Domicile a Dore.

Guests visiting Balmoral for the first time are apt to be astonished by the number of memorial cairns scattered about the estate. Queen Victoria had a great liking for memorialising friends and events in this way. The first cairn was erected to commemorate the purchase of the estate. It was followed by a huge pile of loose granite slabs to the memory of the Prince Consort and another to mark the spot where the Marquis of Lorne proposed to Princess Louise in 1870. Other cairns memorialise Princess Alice, the Duke of Albany, the Duke of Clarence, and Prince Henry of Battenberg; whilst all over the grounds are inscribed tablets, seats, &c., to the memory of the great Queen's friends and pets.

Will the mother-in-law joke never die? asks a correspondent. "A music-hall comedian has only to mention his mother-in-law, or say he comes from Wigan, and the house roars with laughter. No new joke about mother-in-law has been invented for the last 20 years, and no one really knows what there is about Wigan to raise a smile." The Wigan joke certainly is a bit of a mystery, but there is a reason for the other. All music-hall jokes are invented by long suffering married men as a deliberate act of revenge; but the irony of it is that only bachelors can really afford to laugh at them, says a correspondent in a Home paper.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICE.

LONDON SERVICE

HELENUS 23rd Oct. London, Rotterdam & Hamburg
 EURYADES 26th Nov. London, Amsterdam & Antwerp
 DEUCALION 13th Nov. London, Rotterdam & Antwerp
 PHILOCTETES 27th Nov. London, Antwerp, R'dam & H'burg

LIVERPOOL SERVICE

TYDEUS 20th Oct. Genoa, M'les, Liverpool & Glasgow.
 ORESTES 4th Nov. Havre, Liverpool & Glasgow.
 YANGTZE 20th Nov. Genoa, M'les, Liverpool & Glasgow

PACIFIC SERVICE

PROTESILAUS 7th Nov. Victoria, Seattle & Vancouver
 ACHILLES 5th Dec. do do do do do do do do do

NEW YORK SERVICE

BELLEROPHON 25th Oct. via Suez
 TEUCER 15th Nov. via Suez

PASSENGER SERVICE

PYRRHUS 1st Nov. for Shanghai & Japan
 PYRRHUS 4th Dec. for Singapore & London
 MENTOR 23rd Dec. for Singapore & London

For Freight and Passage Rates and All Information Apply to—

BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.)
 AGENTS.

THE NORWEGIAN AFRICA AND AUSTRALIA LINE.

(CHINA AND JAPAN SERVICE)

OUTWARDS.

S.S. ATNA ... due Hongkong about middle of November.

HOMEWARDS.

S.S. RINDA ... Loading at Hongkong 1st half November.
 S.S. ATNA ... 2nd half December.

The ships are taking cargo at Conference Rates for Ports in Italy, Spain, France, Germany and Scandinavia.
 For space and particulars apply to—

THORESEN & Co.
 Agents.

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS
 DES MESSAGERIES
 MARITIMES.

Steamship.

"PORTHOS"

Consignees of Cargo from Marseilles, and also cargo from Bordeaux ex s.s. "CEPHEE" are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Friday, the 20th Oct., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th inst., or they will not be recognized.

All damaged packages will be examined on Friday, the 20th inst., at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

A. JOBARD,
 Actg. Agent,
 Hongkong, 14th. Oct., 1922.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COY.
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Consignees per Co's Steamer "DEMODOCUS" are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 18th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th Nov., or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 18th. October, 1922.

U.S. OPINION ON WAR DEBTS.

Sir Mark Sheldon's Views.

"Ninety percent of the people in the United States cannot even understand the proposal to wipe out war debts." This is the opinion of Sir Mark Sheldon, who, until his resignation at the end of last year, was official representative of the Australian Government in the United States. During his term of office, which was extended after the war at the express wish of the Australian Government, Sir Mark Sheldon had exceptional opportunities for studying American public opinion. For his valuable services in furthering relations between the Commonwealth and the United States he was knighted last June. Sir Mark Sheldon says—

To understand the American attitude towards the question of war debts, it is necessary to go back to the history of 1916 and 1917. At that time the leaders of the Allies, including Mr. Lloyd George, invited the United States to "come in" and help to save civilization. Americans were thus educated up to a high sense of their effort and their achievement. Consequently they cannot understand when the very man who exhorted them to join the Allies' cause bring forward a proposal which means that the States will not be paid for all they did. There is a small minority among Americans—officials, banking magnates, and others in high places—who might perhaps consider a proposal for compromise. But the American deeply loves a bargain, and they would exact such conditions in the way of disarmament, for instance, as the other Allies could never accept.

There is another aspect. America's foreign policy is a very active factor in her domestic politics. The Congressional elections are in sight, and no American politician would dare to face the voters and tell them that the States cannot afford to pay the soldiers their war bonus and in the same breath that the Government is willing to allow the Allies to forget their financial obligations. No, it is no use talking about "wiping out" our debt to America. But if these who are entrusted with our negotiations are men who know American opinion and are prepared to study the development of American policy, I think that it is possible that the terms of our loans might be improved. Even if we have to repay the principal we may yet get a change for the better in the interest.

DOMINION REPRESENTATION AT WASHINGTON.

As one who represented Australia at Washington at so critical a time and with so much distinction, Sir Mark Sheldon is peculiarly qualified to speak on the general question of Dominion representation. His knowledge and experience were of the utmost value to the Australian delegates at the Washington Conference. He thinks that it would be to the benefit of the Dominions to have some sort of permanent representation in the United States, and says—

But I consider that it would be more to their advantage if their High Commissioners were stationed in the national and commercial centre of New York rather than in the more restricted diplomatic atmosphere of Washington. As for Australia, she has no desire in the world to claim separate ambassadorial representation. Like the other Dominions, she is anxious to have a voice and to be consulted in matters of policy affecting the Empire. When it comes to dealing with the outside world, however, she is perfectly content to speak through the voice of the

JAPAN'S ADVISORY COUNCIL.

Impending Dissolution.

In order to take a larger body than the permanent officials into consideration in the important matters arising out of the European war, the Government created the Diplomatic Advisory Council. Of the value of the work of this Council it is impossible at present to form any clear estimate. Apparently it was not very great, for though some of the most important questions of the relations of Japan and foreign countries are still pending, the Council is about to dissolve. Its chief distinction has been the unpopularity into which it has brought Mr. Inukai. That political free lance was accused of selling himself, and it cannot be denied that he was very considerably galled by his membership, and his party dwindled to a faithful few. But up to the last he refused to resign membership and even when he dissolved the Kokuminto party he said that he did not sit on the Council as president of the party, so had no need to resign. Evidently there were some ticklish questions of "face," to be considered. Though he announced his intention of not resigning on account of the party breaking up, he has nevertheless expressed the opinion that the Council ought to be abolished on the ground that the work of the Council is now finished. Baron Goto has taken a similar step and as Viscount Hiramata, another member, is to be Lord Keeper of the Privy Seal, and therefore can no longer be an unofficial member, it has been decided that the Council might as well be abolished. Viscount Ito, one of its original promoters, has assented, and the business is to be completed at the next meeting of the Cabinet and of the Council itself.

So ends an interesting experiment. How far the Council has influenced Japan's policies we may hear later on from the lips of Mr. Inukai. That it has proved really useful appears to be doubtful judging by the principal members seizing a rather inadequate excuse for urging its abolition instead of merely resigning in order to let others carry on the work.—*Japanese Chronicle.*

British Ambassador. Of course, she would never let a party to any scheme which raised the possibility of the Commonwealth being represented by an official of another Dominion. That is quite out of the question.

I have seen the Australian Budget, and it certainly makes good reading. The Australian people are just beginning to realize how much they owe to the Washington Conference, which has made economy in defence expenditure a possibility for them. They are not all anxious to spend money on their army and their navy now, and I think that, in the ordinary course of events, each year will see a decrease rather than an increase. But they are keenly interested in the possibility of defence in the air, and are likely to spend far more on the Royal Australian Air Force than on the other arms of the service.

As for immigration, Australian opinion is gradually coming to a sense of its importance. The voice of the demagogue calling "Keep out" to the immigrant is not heard in the land so frequently nowadays, and even the Labour Party is beginning to realize that the more people Australia obtains, the more jobs there will be to go round.

Sir Mark Sheldon, who was recently elected chairman of the Australian Bank of Commerce, expects to remain in England for some time.

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AGENTS.

CHINESE WOMEN'S SOCIETY.

Entertains M.P.'s.

The Women's Political Association gave a tea party recently to the members of Parliament at the Peking University. Some sixty M.P.'s attended and the question of constitutional guarantees for the equal franchise were discussed.

THE TWO MAIN CLAUSES.

The advocates of the movement have two main clauses in mind at the moment. The first of these is the Fourth Paragraph of the Third Article of the Constitution in which it is set forth that the people of the Republic of China are of equal right in race, rank and religion and so on. The Association wants to add the words males and females between races and ranks of the above Paragraph.

The second point which they wish to safeguard comes in the Fourth and Fifth Articles of the Election Regulations for representatives. In this they would insert the word "people" in place of the word "which now mentions only "males."

LIBERATION FOR CHINESE WOMEN.

The Association asked their Parliamentary guests to help them achieve this particular aim and to do all they could to further the general principles of liberation for the Chinese women. They pointed out that this was a service whose success would be of material benefit not only to the women of the country but to all the people of China.

THE VALUE OF GOOD SIGHT.

cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested, the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., refracting and manufacturing opticians—the most competent optical establishment in South China—located in 53, Queen's Road Central—is at your service. They have the equipments to test your eyes accurately. Testing the sight and fitting glasses is their speciality.



"VALET" Auto Strip Safety Razor

THE STANDARD SET
 (No. 1) consists of heavily plated, self-sharpening "Valet" Auto Strip razor, 12 inches "V" Cut blades and genuine "Valet" strip, complete in portable case hand mirror and safety

Of all high class dealers

The word "Valet" on Razors, Strips and Blades indicates the genuine product of the Auto Strip Safety Razor Co., Ltd., 177-179, City Road, London, Eng.

WORLD-WIDE SPORT.

Archie Taylor, of Barnsley, the Dens Park back of some years ago, is going to Dundee as assistant trainer.

At Newport in a 15-round contest, Jerry Shea, Newport, beat Gipsy Daniels on points after a good contest.

In a 20-round contest at The Rink, Blackfriars, Fred Archer, London, beat the Canadian welter-weight, Colin McLachlin, on points. It was a hard fight, but Archer was always the cleverer boxer, and gained a well-earned win.

In a golf match over the Westchester, Biltmore course, New York, T. D. Armour, formerly of the Lothianburn Club, Edinburgh, and Cuthbert Butchart, the local professional, defeated George Donnan, Hanger Hill, and Abe Mitchell, North Foreland, by one hole in a 36-holes match.

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A WASTE OF GOOD FOOD.

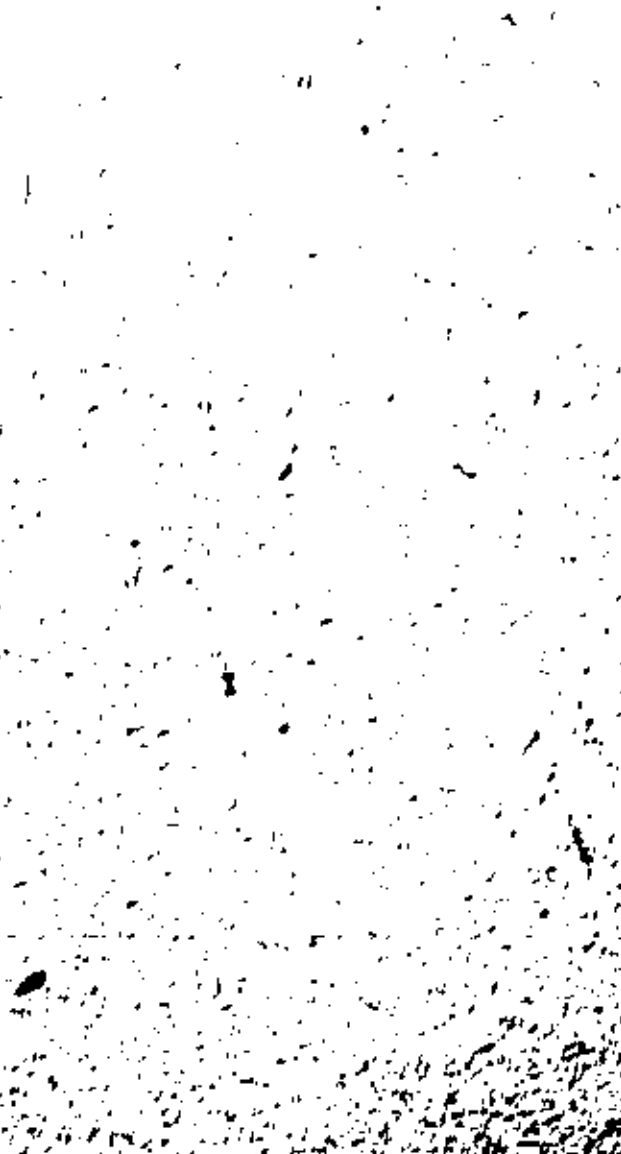
Food that you eat and do not digest is worse than wasted. Not only will you get no benefit from it, but it will ferment and give you stomach pains. To get strength and nourishment from your food your blood must be pure, and to make rich red blood there is nothing to equal Dr. Williams' pink pills. A course of these pills will strengthen the digestion and enable you to obtain full nourishment from the food you eat. Read the article, "What to Eat and How," on this page.

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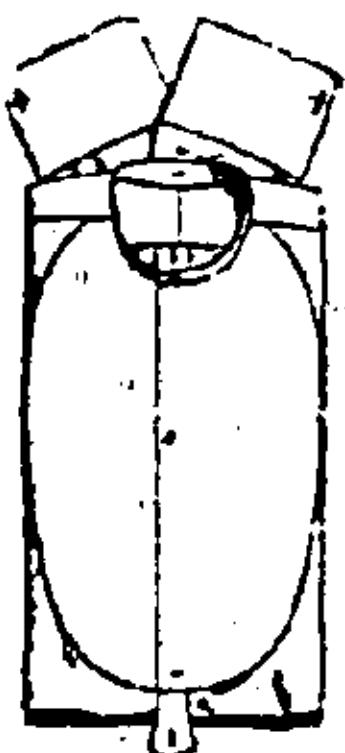
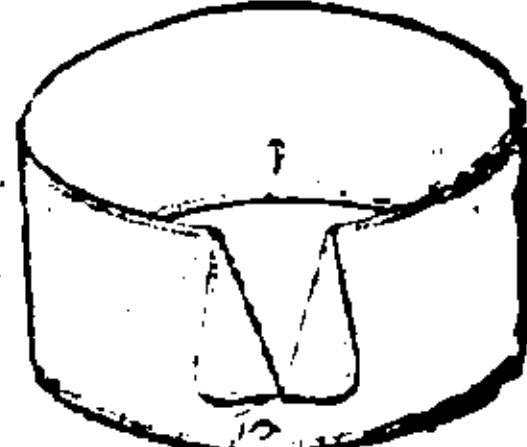
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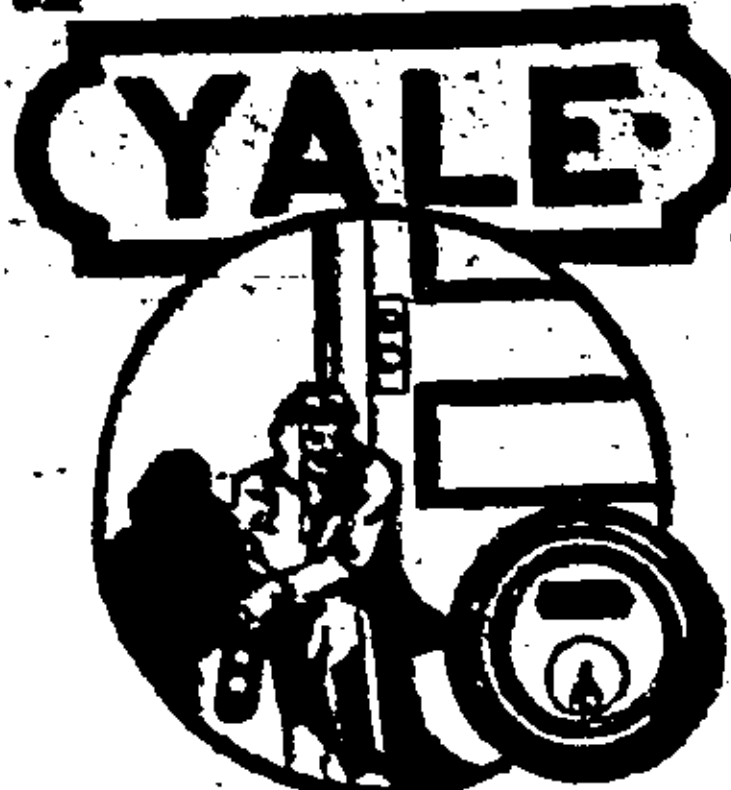
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YOU don't have to worry about the burglar outside of your door. It's when he gets inside that the trouble begins. If your doors are fitted with Yale Night-latches he can't get inside. The word Yale is your insurance against burglars.



The Telegraph.

HONGKONG, 19th Oct., 1922.

A FRESH CHINESE WAR?

The Fukien plot deepens. What at first appeared to be a local struggle shows signs of developing into a contest between all the chief military factions in China. The trouble started with General Hsu Sung-chi's troops after Dr. Sun's anti-North expedition had fizzled out. These troops made their way to Fukien and scored some successes over the forces of that province. Then the Fukienese, reinforced by a Kiangsi contingent and promised aid by Chan King-ming, retaliated, and Hsu Sung-chi's men retired, so that it looked as if the trouble was over. A few days later, however, a report arrived that Hsu's men had captured Foochow, the capital of the province, practically without opposition. Almost simultaneously had come the news that another Hsu—to wit, Hsu Shu-cheng, familiar as "Little Hsu"—had declared for Dr. Sun Yat-sen and Tsup Chi-jui, the old Anfu leader, with the intention of making Fukien the base of operations, military and political, for setting up a new rival Government, more or less after the pattern of the regime that lately ruled in Canton.

At the moment Dr. Sun's leader, Hsu Sung-chi, and his associates have the upper hand. Li Hou-chi, the Tsuchuo of Fukien, being, according to report, in flight. Here a suspicion arises, which opens up the possibility of a conflict upon a wide scale indeed. Lou Hui-chi is nominally on the side of Peking against the Dr. Sun party, but Peking is said to have scheduled him for removal in pursuance of an attempt to reduce the number of provincial militarists. It is supposed that Li Hou-chi, getting wind of this, has been in secret league with the invaders. However that may be, the Peking Government has become the centre of a conspiracy designed to unite the whole of the coast provinces right away from Manchuria against Wu Pei-fu and the present administration. On the one side appears to be a Fengtien-Anfu-Kuomintang combination, comprising such diverse characters as Dr. Sun Yat-sen, Chang Tso-liu, Tuan Chi-jui, Lu Yung-hsiang (the Tsuchuo of Chekiang), "Little" Hsu, and others; on

the contrary side, stand Wu Pei-fu (whether in renewed alliance with Tso Kwan remains to be seen) and Chan King-ming, who may be forced into their previously-contemplated compact by the course of events.

From these facts it is fairly clear that, while a conflict is not inevitable, there is considerable danger of the Republic again being embroiled in civil war, perhaps upon a larger scale than before. It is impossible to find any justification for thus involving the country anew in the horrors of strife, for what improvement in the conduct of China's affairs is to be hoped for from the heterogeneous collection that is said to be gathering in Fukien? Unfortunately, this is not likely to deter the plotters if they see a prospect of success and their joint resources are extensive. Only a few days ago Dr. Sun announced that his military connection with Chang Tso-liu had finished, but declarations of this kind are scarcely valid for twenty-four hours. The Manchurian War Lord has just obtained large supplies of ammunition from Vladivostok, which may cause him to hasten an outbreak instead of waiting for the spring weather. Both Chang and Wu have been professing their pacific intentions, as they did before the conflict earlier in the year, and both have been working their arsenals overtime, as they did then. The threat of aggression, however, comes from Chang's side. If Tso Kwan, who sided with Wu against Chang in last May's battle, were to return to his former association with the Manchurian dictator, as has been rumoured, or were to remain neutral, Wu Pei-fu, though the most celebrated General in China, would be hardly pressed, even though Chan King-ming came up from the South to co-operate. Seeing the risk of Chang regaining his old power, though, it is more likely that Tso would at least remain neutral, if he did not again side with Wu. Such an alignment would be fraught with the risk of a heavy, perhaps a devastating, struggle. The one hope of betterment from it would be such a victory over the combination of miscellaneous factions as would enable Peking to carry out disbandment on a large scale. Were there solid grounds for believing that Peking would and could do this, even the ordeal of another war would have much to commend it, but after past experience the hope is slender and the risk of slaughter, rapine, and waste great. We read of big anti-militarist demonstrations at Peking and other centres on China's National Day. To avert more strife the Chinese people must make their voices heard more loudly still.

A Fine Work.

The Hon. Mr. E. R. Hallifax performed a useful public service at the opening of the Tsao Yut Maternity Hospital on Tuesday when he gave an outline of the origin and activities of the Chinese public dispensaries of this Colony. The immense amount of good which these institutions do is probably unknown to the great majority of residents here, but Mr. Hallifax threw some little light on the matter when he pointed out that they deal with some 140,000 patients annually at a cost of \$50,000, practically the whole of which is subscribed by the Chinese themselves. This is a startling fact when it is remembered that the idea of starting these institutions met with very considerable opposition by the native populace in the early days. Mr. Ho Kom-tong was, we believe, one of the most enthusiastic supporters of the movement when it was initiated, and apart from financial aid he did a great deal, by personal appeals to the people, to break down the

DAY BY DAY.

MATRIMONY IS A SEA FOR WHICH NO COMPASS HAS YET BEEN INVENTED.—Heinrich Heine.

Mr. M. Manuk left by the Yoshino Maru for Australia.

There was a further case of diphtheria notified yesterday, the sufferer being a Chinese.

Mr. Henderson, engineer aboard the s.s. Japan, has reported to the police the theft from his cabin of a pair of binoculars, valued at \$28.

Twenty-one boat people were fined \$2 each by Comdr. Beckwith, at the Marine Court, this morning, for being in Causeway Bay harbour of refuge without permission.

Fines of \$15 were inflicted on the masters of the steam launches Hermes I and Lai On at the Marine Court, before Comdr. Beckwith, this morning, for failing to observe the rules of the road.

Messrs. Odhams, Ltd., London, announce publication of a war book entitled "Up and Down the Western Front," the author of which is Mr. A. M. Bowser-Smith under the nom-de-plume of "A Rifleman."

Dr. Li Ho-ching, 127 Wellington Street, reports the theft from this address of money and jewellery of the total value of \$946. The safe in which these were kept was opened by means of a duplicate key.

A Jumble Sale in aid of deserving home charities, will be held in Union Church Hall on Thursday, 2nd November, at 3 p.m. Mrs. Macdonachie, The Manse, Kennedy Road, will be pleased to receive discarded clothing and other articles.—*Advt.*

As will be seen by an advertisement on page 7, the management of the Kowloon Theatre tenders its apology to the public for non-appearance last night of the band of the s.s. Nanking, which had been advertised to play. The absence of the band was due to circumstances over which the Theatre management had no control, and we are asked to make this fact public in order to avoid undeserved recriminations.

prejudice against proposal. The late Mr. Lau Chu-Pak, also, was a very keen worker in this matter; and we are rather surprised that some reference was not made at Tuesday's gathering to the good he did in helping on this splendid movement which has done so much for the poorer classes in particular. The running of these dispensaries and the erection of this maternity hospital provide another illustration of the wonderful work being carried out by Chinese charitable organisations, led by prominent members of the community. And the most striking aspect of this activity is, Mr. Hallifax says, it is done without any fuss or shouting from the house-tops. In other words, it is charity solely for charity's sake.

Sidewalk Needed.

With the proposed introduction of a new signalling device, Hongkong will be quite up-to-date in the matter of traffic control. Apparently the signal is first to be tried at the junction of Garden and Queen's Road, which is admittedly one of the most dangerous and awkward corners in the city. The control of traffic at this spot has never been an easy matter. Mention of Garden Road brings to mind the necessity of something being done to provide better protection for pedestrians using this thoroughfare. At practically all hours of the day motor-cars on the way to and from Repulse Bay use this road and, except for a small strip almost covered by trees, there is no sidewalk from the junction with Queen's Road until after the lower Peak tram station is passed. Pedestrians using the thoroughfare find it a common experience to be driven right into the gutters by motors, especially when two are passing one another. What is needed—and the road is sufficiently wide to allow of it—is the provision of an adequate pavement, especially on that part of the thoroughfare which is in constant use by people going to and from the tramway station. The cost should not be great, and the necessity is urgent.

FAMOUS CHINESE ACTOR'S VISIT.**Facts Gleaned in an Interview.**

In China, where the passion for stage plays is strong, there is perhaps a closer connection established in the relations between the actors and the public than there is in any other country. And there is no greater theatrical idol anywhere than Mei Lan-fang, known as the *chu-hee tai-wong*, or the king of actors, who is at present in Hongkong.

A young man not yet in his thirties, Mei Lan-fang has a debonaire appearance which stamps him as quite above the general run of Chinese actors. His preference in the matter of attire is according to the best European ideas of fashion, and extends from the morning coat and top hat which he always wears on visits to high officials, to a well-cut lounge suit of the latest style.

A *Telegraph* reporter yesterday found Mr. Mei installed for the time being at the residence of General Tang Kwan-shan, a former Superintendent of Police of Canton and for the moment head of the syndicate which is responsible for the bringing of the great actor and his troupe into the Colony. In the course of an interview, during which General Tang kindly gave his services as an interpreter (for the actor only speaks the Northern dialect) it was learned that the visitor was born of a theatrical family; that, in fact, the traits which have given marked individuality to his work, come to him from three generations of actors. During the Ching dynasty, there was much before the eye of the public a famous actor named Mei Sin-fan, who is the father of the young man now in Hongkong and also an uncle who distinguished himself in the composition and playing of much of the stage music of the present day in China. Young Mei, who was born at Yingchow, was nine years of age when his father thought that the time had come when his son should start a theatrical career, and, according to the best practice, he sent him to the Peking Fu Lin Cheng, or College of Music. Two years later, young Mei made his debut in one of those classical plays dealing with an episode of the heroic age, and, in the role of a female (aided immensely by his good looks), he secured that first success which with others was to win him fame with the passing of the years as the foremost actor in China and Japan.

One has only to refer to the many important functions at which he has appeared before the Peking and diplomatic officials to understand the pride of his compatriots at his fame. When Marshal Joffre came out East and visited Peking, occasion was taken to have a play, in which Mei took the leading role, staged for the distinguished visitor's entertainment. A year previous to this visit, Mei had performed in the Presidential Palace before the President and his guests who included the members of the Diplomatic Body. At the close of the performance, high tributes in appreciation of Mei's talents were paid by every Minister present, all saying that the European theatre-going public would be happy to see Mei in Europe and suggesting that Mei should visit each of the countries. An offer came from an American, a theatrical producer, that Mei should make a tour of America, the inducement held out being a sum of \$10,000 (gold) to guarantee all expenses. The offer in itself was an attractive one, but the great actor was unwilling to make the trip, and America missed an opportunity of seeing a first-class Chinese play which would appeal because of its novelty.

However, as a compromise Mei decided to accept the Japanese offer instead. So early this year he sailed for Japan with his company of over a hundred artists, and met with such a reception as has seldom fallen to any notable actor. At the railway station at Kobe a dense mass of humanity awaited his coming and such a storm of cheers arose as could be heard throughout the town. He was chaired on the shoulders of several enthusiastic Japanese and carried in this manner to his motor car. There were enthusiastic demonstrations around the car and it was not until after the lapse of over an hour that he was permitted to depart to his hotel.

The theatre at Kobe where Mei appeared was crowded to its utmost limits, in spite of the price of admission being raised to Yen 15, when the actor made his appearance. The audience even crowded the gangways and there were still over a thousand persons clamouring for admission when the play started. H. I. H. the Emperor was to have been present with other members of the Royal Family, but owing to the receipt of news of the serious illness of one of the Princesses, he had to break this engagement at the last minute. At the Chinese Legation, Mei gave another performance for the entertainment of the diplomats, statesmen, naval and military officials. During his stay in Japan, the public were most lavish with the gifts they rained on Mei, and no fewer than a thousand valuable presents were received from persons whose acquaintance was made only across the footlights.

The noted actor's visit to this Colony is principally due to the untiring efforts of the local Chinese residents (conspicuously General Tang) and to that courteous disposition which is a well-known trait with Mei Lan-fang. It is stated that Mei will not benefit a single cent from his performances at the local Chinese theatre but that all the earnings will go for division amongst his company of 136 men. The *Tai Ping Theatre* is not of such dimensions as to bring in very large receipts during their brief appearance here, and Mei has stated that all the profits shall go to benefit members of his company. For himself, he expressed his satisfaction at being enabled to pay a visit to this Colony and to have the opportunity of making the acquaintance of his Southern compatriots and conferees in the profession.

CUMSF W FOR CON. ABLE.**Bribery Charge at Sessions.**

At the Criminal Sessions, before Mr. Justice Wood, this morning, Li Wa was charged with bribery of a public servant by giving or offering to P. C. Allah Bux the sum of \$30 at Kowloon Point on Sept. 21st.

The jury were Messrs. H. J. Lamb (foreman), J. L. Adams, W. W. Macdonachie, C. G. Brooks, J. W. Kew, N. J. Perrin and F. X. dos Remedios.

According to the case, for the Crown (conducted by Mr. H. K. Holmes), the Indian constable was on duty at the Star Ferry when he saw accused carrying a parcel and behaving in a suspicious manner. The constable asked accused what was in the parcel. The reply that it was a cake did not satisfy the policeman. He looked into the parcel and saw that it contained opium. The Indian took accused into custody and on the way to the Water Police Station the Chinese, it is alleged, gave him \$15 and asked the constable to let him off. The Indian took the money and they proceeded in the direction of the Police Station. At the hill, according to the Crown's story, accused gave the policeman another \$15. The Indian took his prisoner to the Station where the Inspector received the money and the opium.

Accused denied giving the constable the bribe. The Indian searched him and the \$30 was part of the money he had with him.

Prisoner was sentenced to six months' hard labour, the Judge ordering that his \$30 be returned.

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The noted actor's visit to this Colony is principally due to the untiring efforts of the local Chinese residents (conspicuously General Tang) and to that courteous disposition which is a well-known trait with Mei Lan-fang. It is stated that Mei will not benefit a single cent from his performances at the local Chinese theatre but that all the earnings will go for division amongst his company of 136 men. The *Tai Ping Theatre* is not of such dimensions as to bring in very large receipts during their brief appearance here, and Mei has stated that all the profits shall go to benefit members of his company. For himself, he expressed his satisfaction at being enabled to pay a visit to this Colony and to have the opportunity of making the acquaintance of his Southern compatriots and conferees in the profession.

Questioned in regard to the distinction drawn between technicalities of Northern and Southern acting, Mr. Mei said that the outstanding difficulty would be one of speech. He was not conversant with the Cantonese dialect, and there were also certain individual touches he had given to his method which, to ensure perfect satisfaction, could be performed only by a company trained by himself.

The plays which the actor and his company will appear in at the *Tai Ping Theatre* include some of Mei's own composition, for the actor is also a playwright and has written and produced no less than 26 plays in the course of his career, some of these having attained the status of classical productions. There are very few theatres in the country which have not at one time or another produced one of his plays. During his stay in this Colony the actor will be kept busy by numerous engagements. He hopes to start his initial performance at the *Tai Ping Theatre* on the 24th or 25th instant, with the arrival of the remainder of his company. The costumes used in the performances will be entirely new.

"CHINA LIGHTS."

Dividend of 50 Cents.

With reference to the forthcoming meeting of shareholders of the China Light and Power Co. (1918) Ltd., we are informed that, subject to audit, the Company proposes to pay a dividend of 50 cents per share, \$100,000; to write off goodwill, \$25,000; and to put to Bad and Doubtful Debts Account, \$7,605.68; total, \$132,605.68.

INTERPORT CRICKET.

Another Trial Match.

The following teams have been chosen to play in an interport trial match at the Club ground on Saturday, 21st inst. at 1.30 p.m. sharp.

R. Hancock (Capt.), T. E. Pearce, L. J. Davies, Capt. P. Havelock Davies, S. R. Sayer, E. B. Reed, Rev. E. Q. Wick, R. E. A. Webster, B. D. Evans, Capt. C. O. Olliver, E. G. Lammeret and Major Matthews.

A. E. Wood (Capt.), H. Owen Hughes, C. Stapleton, A. A. Rumjahn, A. C. Gace, Capt. R. la Fleming, D. E. Donnelly, Lieut. Bacon, C. F. Alexander, F. J. de Rome, E. J. R. Mitchell and Capt. Dods.

I. R. C. v. University.

The following have been selected to represent the Indian Recreation Club in a match against the University on Saturday at 2.15 p.m. at the Sookunpoo Valley: Abbas Khan, C. H. Bhora, A. H. Rumjahn, J. S. Curram, S. A. Ismail, Sirdar Khan, N. M. Bux, E. A. Moosdeen, A. H. Madar, S. A. Rumjahn and F. M. Arculli.

HOCKEY.

Club v. Grenadiers.

The Hongkong Hockey Club played their opening match of the season yesterday afternoon against the 102nd Grenadiers on the U.S.R.C. ground.

From the bully-off the Club pressed and within three minutes Woodward scored the first goal. A period of even play followed, and then the Grenadiers equalised. Shortly afterwards a good run down the right wing gave the Grenadiers the lead, and from the bully-off they again rushed down and Capt. Fleming scored. They continued to press the Club defence and soon added a fourth goal. Just before half-time, a neat centre from outside left was taken by Evans, who ran through to score a second goal for the Club. Half-time: Grenadiers, 4; Club, 2.

In the second half, the Grenadiers soon attacked and England cleared a hot shot after a short corner. Good passing resulted in a fifth goal for the Grenadiers who subsequently scored again after a break-away from their goalmouth. Goals were scored for them by Capt. Fleming (2), Ibrahim Khan (2), and Lieut. J. Cook (2), and for the Club by Woodward and Evans. Result: Grenadiers, 6; Club, 2.

CANTON NEWS.

The Currency Problem.

General Yip Kue returned to Canton yesterday.

The question of improvement of the provincial currency is receiving earnest attention, and in the latest reports it is stated that the Provincial Assembly, the Chinese General Chamber of Commerce of Canton, and the Joint Commercial Association have considered the appointment of representatives at a joint meeting for the purpose of forming a committee to investigate the note issue. As a first step it has been decided that representatives from each body should also visit the Provincial Bank, check the number of notes still unused and remove these to the General Chamber of Commerce rooms to ensure that no further notes be put into circulation until the present measures for improvement of the currency question have come into effect. In this connection the Provincial Treasurer has authorised the Manager of the Bank to make public the numbers and amount of notes that have already been issued.

Amongst the passengers who left by the President Grant were Mr and Mrs. I. H. Gaze.

INTERPORT POLO.

Hongkong's Win Over Manila.

The Hongkong polo team created something of a surprise in their interport match against Manila yesterday, which they won by a margin of 5 goals to 2. After the excellent game played by the visitors against the local Service team on Monday, it was expected that the contest would be much closer. In point of fact Hongkong did even better than the score suggests, for the home men were all over the Manila combination except in the early stages of the match, and only poor finishing accounted for the score being as low as it was. In fairness to the Manila players, however, it should be stated that their No. 1, Mr. G. McPherson, was unable to take part, owing to illness, whilst Col. Johnson, from whom great things were expected, was unable to make the trip here. In addition, Hongkong had the advantage of knowing the ground and their mounts thoroughly well. All the same, the victory was well deserved.

The arrangements for the public were altogether admirable, and the large crowd present got a splendid view of all the play. His Excellency the Officer Administering the Government, Mrs. Severn and Mrs. Bullock were present. The band of the King's Regiment contributed an enjoyable programme.

Major General Sir John Fowler, K.C.M.G., was the umpire and Mr. H. Birckett the timekeeper and scorer. The teams were:—Manila:—No. 1, Mr. L. Nelson; No. 2, Capt. Ball; No. 3, Mr. C. P. White (Capt.); No. 4, Major Howell.

Hongkong:—No. 1, Mr. W. H. S. Dent; No. 2, Mr. C. C. Boyd (Capt.); No. 3, Mr. J. Bartholomew; No. 4, Capt. Neville.

Play in the early stages of the first chukka was of an exciting nature, both sides showing up well. On one occasion, Boyd ran through practically the whole length of the field, but his finish was weak. It was left to Nelson to open the score for Manila with a nice shot, but before the end, Dent had equalised and later missed a fine opening.

The contest continued to be keenly fought in the second chukka, the first score in which was registered by Howell, this giving Manila the lead. Hongkong tried hard to draw level, but they did not succeed until near the end of the chukka, when Boyd scored from long range—an excellent shot.

With the score two goals all, excitement ran high, and there was much gratification when, early in the third chukka, Bartholomew put Hongkong ahead with a nice shot. After that, the Hongkong players missed many fine openings.

Manila made several attempts to set level in the fourth chukka, but, generally speaking, the visitors were on the defence most of the time. Bartholomew made the issue safer for Hongkong when he scored with a fine backhand, this making the score 4-2 in favour of the home team. Several grand opportunities to increase the lead were missed later.

In the fifth chukka, Hongkong were all over their opponents, but the only score registered was a goal by Boyd.

The sixth chukka also went in favour of Hongkong, but there was no more scoring, and the match ended with Hongkong easy victors.

Boyd and Neville played outstanding games for Hongkong, the latter being in specially fine form, whilst Bartholomew also did well and justified his selection. Dent did some good things, but was not up to standard. All the Manila men did well, though none too comfortable on their mounts. White played an especially fine game, with Howell and Nelson also often in the picture for good work.

Presentations.

At the conclusion of the game the King's Band struck up the American National Anthem, followed by "God Save the King." Cups were presented to each member of the winning team by Mrs. Severn, who was presented by the home Captain with a lovely bouquet tied with the Club's colours.

His Excellency the Officer Administering the Government, in a short speech, commented upon the excellent game they had witnessed, and expressed regret that the illness of Mr. McPherson had handicapped the visitors. The game was a fast and interesting

FOOTBALL NOTES.

Saturday's Matches.

(BY "QUIZ").

The following matches are down for this Saturday in the Hongkong League, Division I. Kick-off 4.30 p.m.—

R.G.A. v. Hongkong Club.—Sookunpoo ground.

Hongkong Police v. King's Regt.—South China ground.

H.M.S. Ambrose v. H.M.S. Tamar.—Navy "A" ground.

Kowloon v. South China.—Railway ground Kowloon.

Owing to the H.K.F.C. ground being lent to the American Navy during their stay in Hongkong, the Club-R.G.A. fixture has been transferred to the Garrison ground at Sookunpoo. This game should be evenly contested, and with Gerrard back in the Club defence, they should just get home. The R.G.A. have yet to secure a point in the League, for although scoring the first goal in their last two games, they have had to retire defeated on each occasion. Their forwards opened well but fell off towards the close.

A good game should be seen on the South China ground, where the Police receive the King's. The Police have been trying out some new men since their opening match with the Club a fortnight ago and they should give a good account of themselves, but with the Military team in form it is not expected that the Police defence will keep them out. The King's will rely upon the same side that defeated the R.G.A. last week and a very fast game should be seen.

The match between the two Naval teams on the "A" ground should be keenly contested and although the Tamar have a win to their credit while the Ambrose have yet to get a point in the League, the game should be fairly even, and, with the attack of the latter team showing better combination, the Ambrose may take their first point.

The new ground at Kowloon will open this week with South China as visitors. This ground is situated near the railway on the old approach to Hung Hom station, leading off the Chatham Road. The ground is on the narrow side, being less than those within the racecourse at Happy Valley. The games should be well contested, and South China are expected to win. Kowloon have got together a good side, but are badly in want of a first class goalkeeper. Woodman, of the Navy, who played for them at the end of last season, is not available to assist them in their opening matches.

Division II commences on Saturday, 28th inst., and, with the return of some of the warships, it is expected that a full League programme will be played on that date.

one, and he congratulated the Hongkong polo team on their success, and the Manila players on their splendid efforts. He thought that anyone who had watched their skill and combination in the two games played could not but feel that Hongkong yet had something to learn about the game. Major Howell's backhand strokes could not fail to be admired. His Excellency expressed the hope that the fixture would be made an annual one. (Applause).

Cheers for Mrs. Severn, the Manila players, and members of the U.S. Fleet concluded the proceedings. The Manila players responded with cheers for the Hongkong men.

At Government House.

Last night His Excellency the Officer Administering the Government gave a dinner to the members of the Manila polo team followed by a dance, at which some 300 guests were gathered. Amongst those present at the dinner were Major General Sir John Fowler, Sir William and Lady Rees Davies, Commodore and Mrs. Grace, Hon. Mr. A. G. M. Fletcher and Mrs. Fletcher and Miss Wood, daughter of Major General Wood, the Governor General of the Philippines.

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DAIRY FARM NEWS.

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AN APOLOGY.

The Management of Kowloon Theatre tender their apologies to those of their patrons who were disappointed last night by the non-appearance of the American Band from S. S. Nanking.

The absence of the band was due to circumstances over which we had no control, and we desire to make this statement in our own justification.

KWANGSI AFFAIRS.

Luk Wing-ting Reappears.

Latest news from Kwangsi is of a disturbing nature, it being stated that the Cantonese merchants who have the Kwangsi trade mostly in their hands have taken panic at Lauchau (or Liuchow spelling) above Wuchow, and have closed their shops and packed up their belongings preparatory to a quick return to Canton. The reason is that there are now three parties contending for power in Kwangsi, and fighting is imminent. Some peace-makers have wisely suggested that the principal (and most lucrative) posts in Kwangsi be fairly apportioned amongst the contending factions, and in this connection they propose the appointment of Luk Wing-ting to the Defence Commissionership of Kwangsi. Lau Chan-wan to the Commander-in-Chiefship, and Lum Foo to the Civil Governorship. Two representatives from Luk, who are in accord with

THE CANTON LOAN.

Approved by Provincial Assembly.

Our Canton correspondent states that there was not a quorum present at the meeting of the Provincial Assembly held on the 17th inst. for the purpose of considering the loan question. However, a meeting was held on the following day, at which the loan was again explained, and a resolution of approval was passed. A Peking telegram states that Yip Hsing, an M.P. belonging to Sun Yat-sen's Party, called on Dr. Wellington Koo at the Foreign Ministry, stating that he was the representative of the Cantonese community and requesting that the British Minister be advised to stop the negotiations for a loan which are proceeding in Canton.

The above suggestions, have gone to Canton to await the pleasure of Chan King-ming, but so far the latter has not given any reply.



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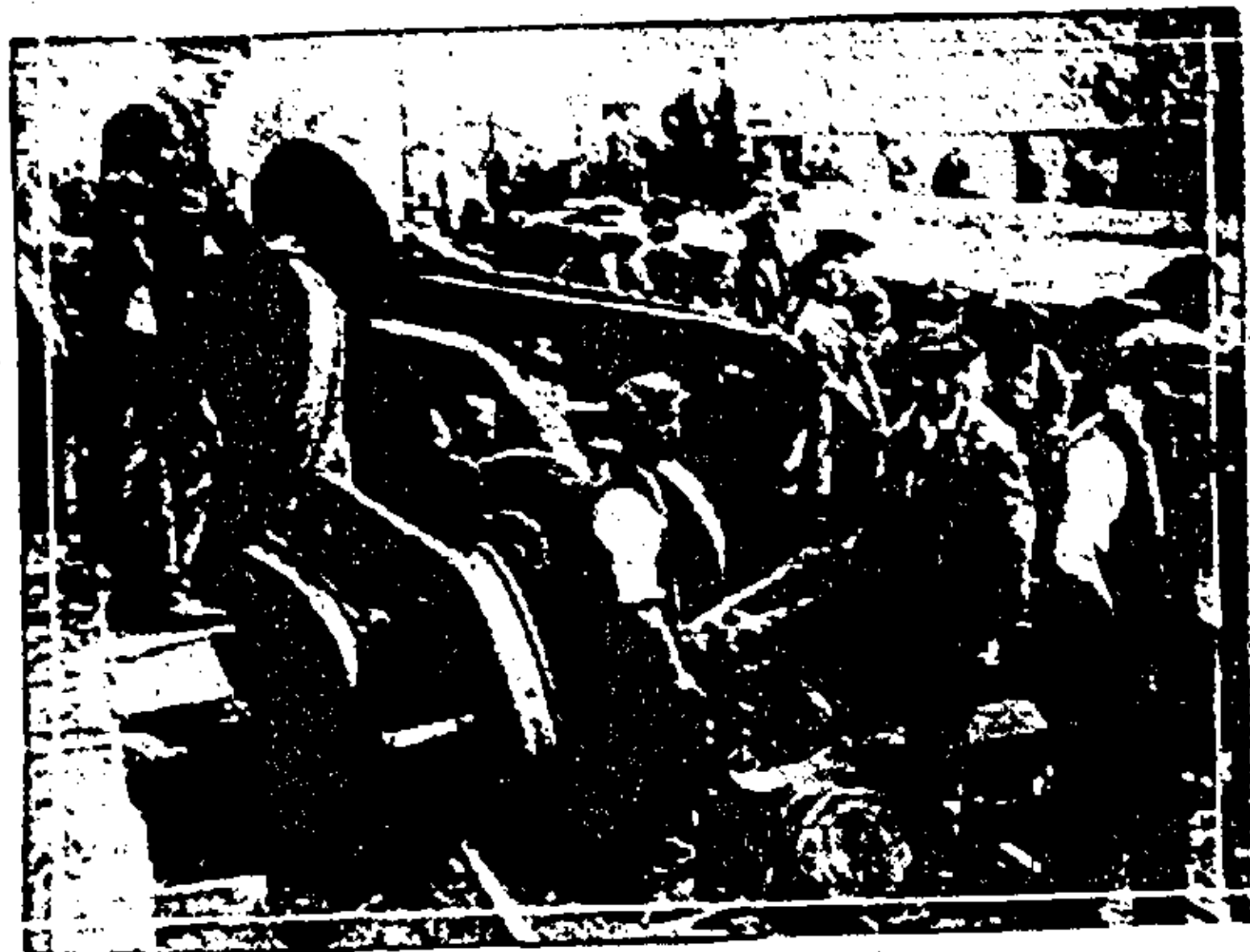
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CAMERA NEWS



Several persons were killed, and fifteen injured, in a collision which occurred on the South Eastern Railway at Milton Range Halt, near Gravesend. Photo shows workmen clearing away the debris of a twisted chassis from one of the railway coaches.



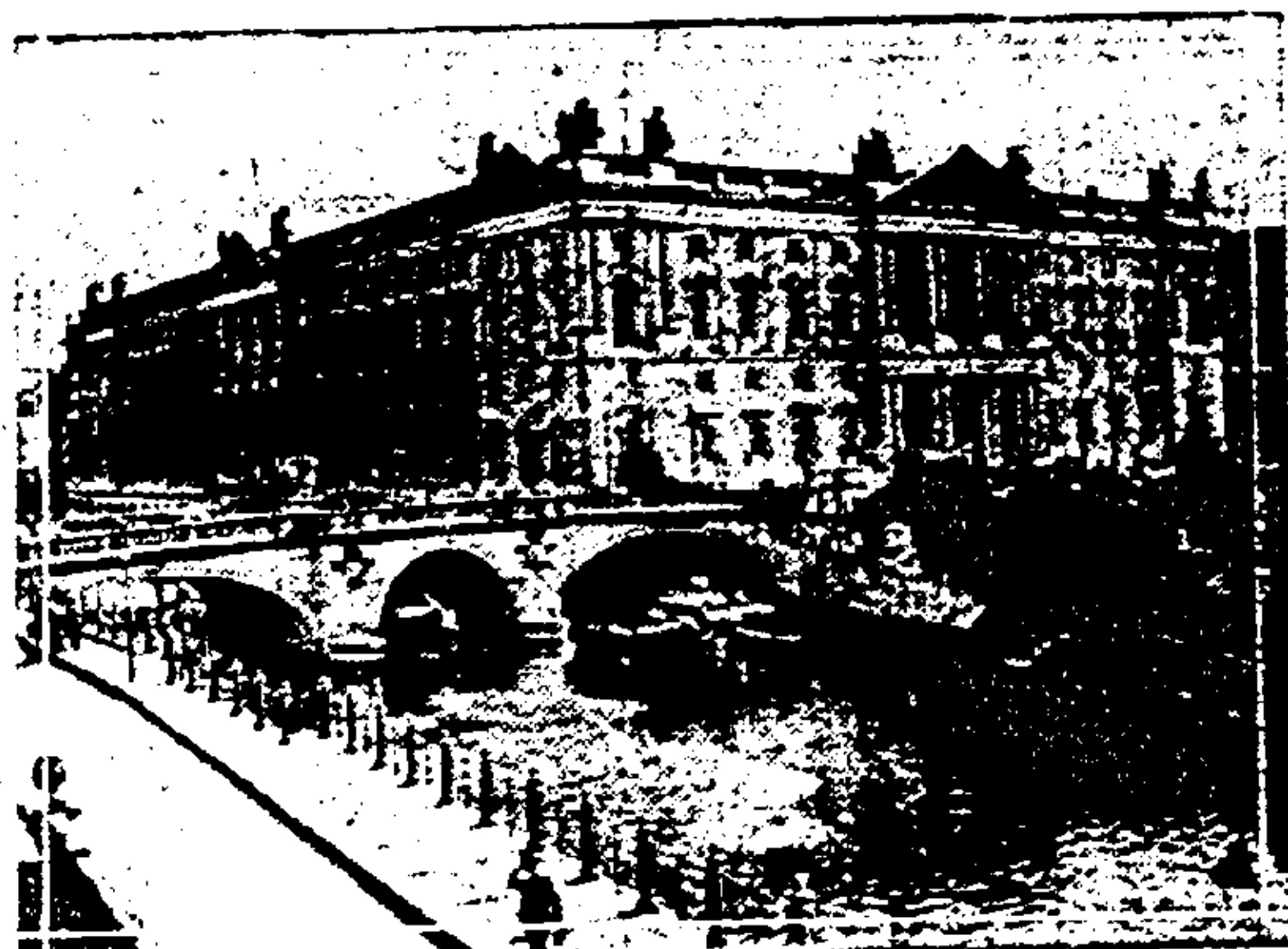
Here are the American girl athletes who took part in the Women's Olympic games held at Pershing Stadium in Paris. They came in second, England being victors.



The charming ex Empress Zita of Austria and her children. In her arms she holds her youngest child, born after the death of its father, in exile at Madeira.



Mr. Morris Hilquit, well-known Socialist and New York lawyer, snapped on board the s.s. Resolute with his wife, on leaving the States to attend the International Socialist Convention, at Frankfurt, Germany.



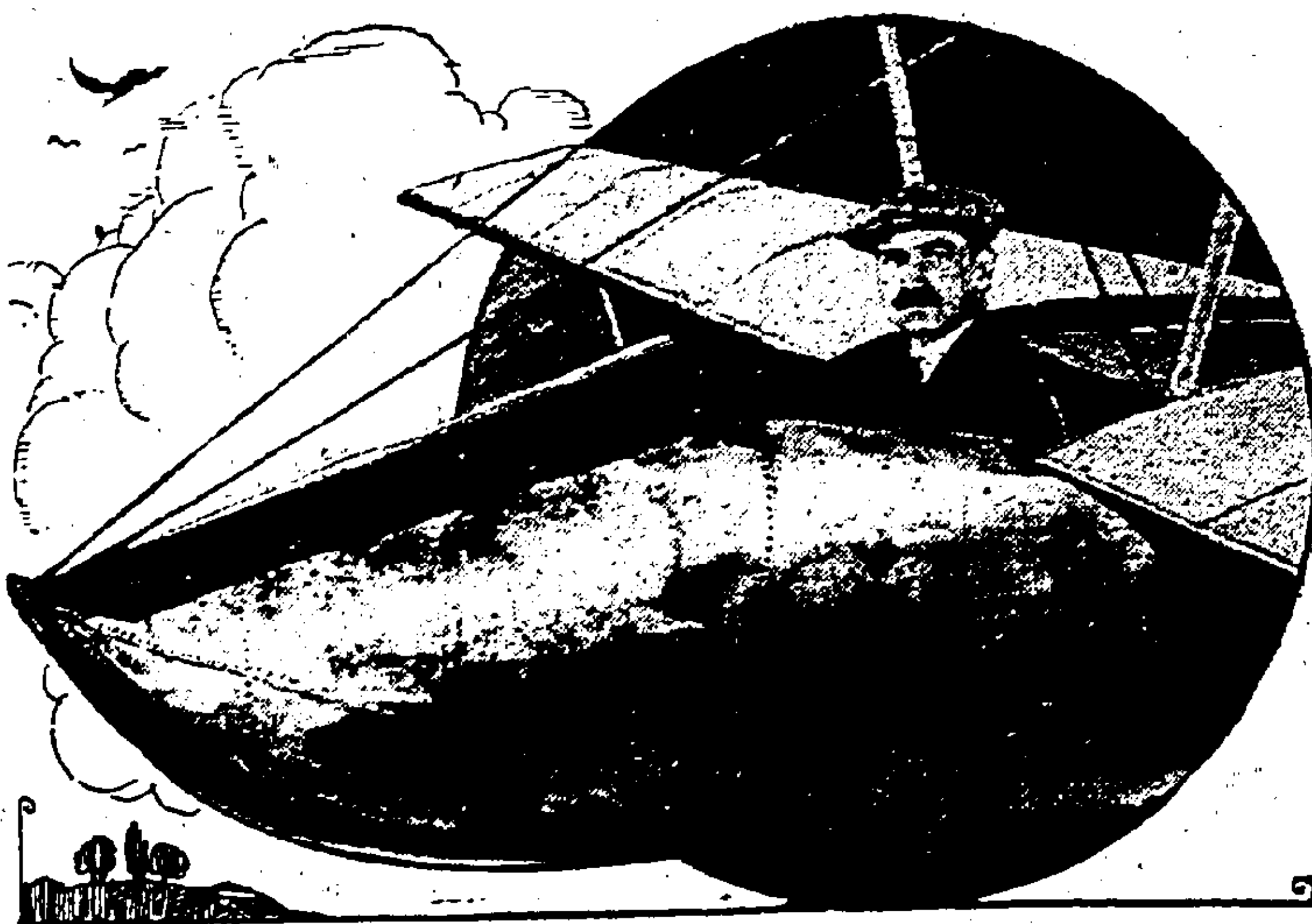
Ex-Kaiser's Imperial Mews, the most magnificent in the world situated on Schlossplatz in Berlin, just bought by the Darleinsbank National Bank.



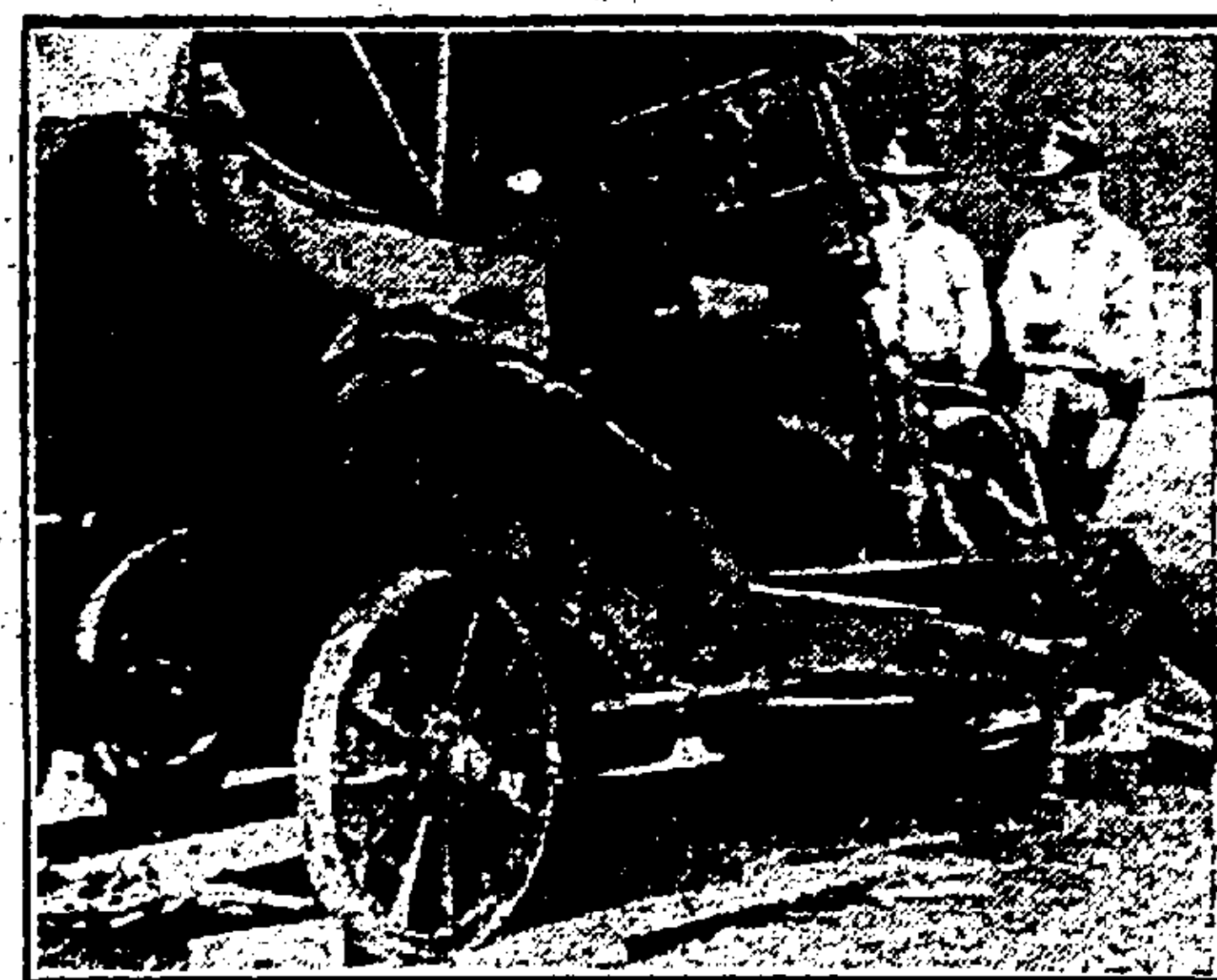
Four famous golfers. Left to right:—Gene Sarazen, holder of the U.S. national open and professional golfers' title; Francis Ouimet, former national open and amateur titleholder; Joe Kirkwood, Australian champion, and Walter Hagen, British open champion.



Lieut. E. De Muyter, Belgian balloonist, who made the longest flight for the Gordon Bennett Cup.



Glenn H. Curtiss, famous aviator and inventor, in his new motorless glider, designed to take off from the water and soar on air currents above its starting level.



This motor-car was hit by a railway engine at a crossing in Cincinnati.

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TO-DAY'S SHARE QUOTATIONS.

Stock Exchange. Sharebrokers' Association.			
BANKS.			
H.K. & S. Bank	b. 260 1/4	sa. 265	n. 250
Bank of E. Asia	b. 184	n. 194 1/2	
Marine Insurances.			
Centens	b. 470	n. 470	
Nan China	b. 138	n. 140	
Yonghai	b. 235	n. 235	
Yangtze	b. 24	n. 25 1/2	
Fire Insurances.			
China Fire	b. 116	n. 117	
H.K. Fire	b. 425	n. 425	
Shipping.			
Douglas	b. 56	n. 55	
H.K. Steamboats	b. 30 1/4	n. 31	
Indos (Prof.)	b. 35 1/2	n. 35	
Indo Def. Lon/Reg.	b. 240	n. 240	
Indo Def. H.K. Reg.	b. 240	n. 240	
Shells	b. 89 1/2	n. 91 1/2	
Others	b. 42 1/2	n. 42 1/2	
Refineries.			
Yonghai	b. 154	n. 154	
Malacca	b. 46	n. 47	
Mining.			
Kailash	b. 64 1/2	n. 62 1/2	
Langkai	b. 110	n. 111 1/2	
Shanghai Loans	b. 3	n. 3 1/2	
Shai Exploration	b. 28	n. 28	
Rauha	b. 13 1/2	n. 13 1/2	
Yonghai	b. 2 1/2	n. 2 1/2	
Docks, Wharves, Godowns, &c.			
H.K. Wharves	b. 178	n. 179	
L. Docks	b. 155 1/2	n. 157	
Shai Docks	b. 93	n. 99	
N. Engineering	b. 59 1/2	n. 60 1/2	
Lands, Hotels & Buildings.			
Centens	b. 212 1/2	n. 200	
H.K. Hotels	b. 25 1/2	n. 26 1/2	
New	b. 21 1/2	n. 21 1/2	
H.K. Lands	b. 243 1/2	n. 247	
Hypothec Est.	b. 17 1/2	n. 17 1/2	
London Land	b. 62	n. 62	
Reclamation	b. 205	n. 205	
West Point	b. 134	n. 134	
Cotton Mills.			
Ecos	b. 14	n. 14 1/2	
Oriental	b. 8 1/2	n. 8 1/2	
Shai Cottons	b. 112 1/2	n. 115	
Miscellaneous.			
Cement	b. 22 1/2	n. 22 1/2	
China Light old	b. 16 1/2	n. 17	
China Light new	b. 26 1/2	n. 27	
China Provident	b. 23 1/2	n. 23 1/2	
Dairy Farms	b. 23 1/2	n. 23 1/2	
Electric H.K.	b. 23 1/2	n. 23 1/2	
Electric Macao	b. 37	n. 37	
Hongkong Roads	b. 39 1/2	n. 39 1/2	
H.K. Tramways	b. 16 1/2	n. 16 1/2	
Peak Trams, old	b. 104	n. 104	
Do, new	b. 104	n. 104	
Steam Laundries	b. 12 1/2	n. 12 1/2	
Steel Foundries	b. 19 1/2	n. 19 1/2	
Water-boat	b. 13 1/2	n. 13 1/2	
Watsons	b. 15	n. 15	
Wm. Powells	b. 21	n. 21 1/2	
Crawfords	b. 7 1/2	n. 7 1/2	
Canton Ices	b. 21 1/2	n. 21 1/2	
Nanyang Tob.	b. 113 1/2	n. 113 1/2	
Sinceres	b. 113 1/2	n. 113 1/2	

Hongkong, October 19, 1922.

PASSENGERS DEPARTED.

Per s.s. Yoshino Maru, for Australia, 18th Oct.—Mr. F. E. L. H. Steger, Mr. C. E. Sand-Taylor, Mr. and Mrs. F. C. Van der Velden, Mr. R. F. Cuyper, Mr. Schack, Mr. C. W. Hart, Mr. F. J. W. Shearburn, Mr. M. M. Takey, Saunders, Miss Molly Blaxland, Mr. C. F. Starkey, Mr. F. E. Mrs. L. B. Blaxland, Miss R. Zuelig, Mrs. F. E. Zuelig and Buckland, Miss Naruse, Mrs. S. Infant, Miss A. Herzog, Mr. Lee Naruse and 2 children, Miss M. Dze Ho, Miss A. Smyth, Mr. C. A. Manion, Mrs. A. Pratt, Mrs. B. Gonzales, Mr. H. J. Castle, Mr. S. Wignton, Mr. T. W. T. Incey, Mr. Eyzaki, Mr. I. Yamachi, Mr. R. H. I. Cole, Mr. C. S. Stocking, Watanabe, Mr. O. Fukushima, Miss L. M. Castle, Mr. and Mrs. R. T. Kashimbara, Mr. M. H. C. Borgesins, Miss H. F. Woolcott, Mrs. P. M. Woolcott, Mr. M. Manuk, Miss N. Bouzang, Mr. Ishims and Mr. M. Yatschi.

SHIPPING NEWS.

The following local shipping and mail intelligence has been corrected to noon to-day.

Vessels Arrived.			
Vessel	Agent	From	Mooring
Hydrangea	Chia On	Swatow	Co's Wh.
Sachsen	B & S	Shanghai via Amoy	B 31
Lucas	B & S	Shanghai via Swatow	B 32
Changsha	B & S	Melbourne via Manila	A 29
Suiyang	B & S	Canton	B 9
Hongkong	J. M. & Co.	Calcutta via Singapore	Co's Wh.
Haitan	Chia On	Haiphong via Hongkong	C 43
Van Vollenhoven	Chia On	Haiphong via Fokoh	C 40
Providence	Kwong Mor Tai	Shanghai	C 39
Sobu M.	O & K	Capas	Co's Wh.
Kojan	M & R	Dairen	B 50
Onaka M.	O & K	Kieling via Swatow	Co's Wh.

Clearances.			
Vessel	Agent	Where Bound	Departure
Kwangshai	C.M.S.N.	Canton	15th Oct.
Haidan	Chia On	Yokohama via Kowloon	15th Oct.
Naples M.	N.Y.K.	Hongkong	15th Oct.
Tora M.	M & R	Hongkong	15th Oct.
Nam Wah	Chia On	Hongkong	15th Oct.
Sobu M.	O & K	Haiphong via Fokoh	15th Oct.
Takung	J. M. & Co.	Shanghai via Swatow	15th Oct.
Pusan	Katya	Calcutta via Singapore	15th Oct.
Japan	B.I.S.N.	Seattle via Shanghai	15th Oct.
Pres. Grant	Ad Line	Saigon	15th Oct.
Kwan Hong	Yong Sing Fat	Saigon	15th Oct.

Impending Departures.			
Vessel	Agent	Destination	Sailing Date
City of Tokio	Bank Line	Japan	20th Oct.
Dumma	J.C.J.L.	Bremen	20th Oct.
Haidan	D.L. & Co.	Bremen	20th Oct.
Yunnan	J.M.C.	Hankow	20th Oct.
Leung	J.M.C.	Hankow	20th Oct.
Hingang	J.M.C.	Sandakan	20th Oct.
Hongkong	J.M.C.	Kobe	20th Oct.
Changsha	B & S	Tientsin	21st Oct.
Lucas	B & S	Australia	21st Oct.
Sachsen	J.C.J.L.	Tientsin	21st Oct.
Sobu M.	B & S	San Francisco	21st Oct.
Hydrangea	B & S	Hankow	21st Oct.
Haitan	R & S	Hankow	21st Oct.
Van Vollenhoven	B & S	Singapore	21st Oct.
Providence	N.Y.K.	Singapore	21st Oct.
Sobu M.	J.M.C.	Hankow	21st Oct.
Kojan	C.M.C.	Hankow	21st Oct.
Onaka M.	Ad Line	Manila	21st Oct.
Haidan	N.Y.K.	Japan	21st Oct.
Lucas	B & S	Yokohama	21st Oct.
Changsha	D.L. & Co.	Yokohama	21st Oct.
Lucas	J.M.C.	Swatow	21st Oct.
Hydrangea	B & S	Calcutta	21st Oct.
Sachsen	B & S	Singapore	21st Oct.
Sobu M.	N.Y.K.	Singapore	21st Oct.
Hydrangea	N.Y.K.	Singapore	21st Oct.
Hydrangea	N.Y.K.	Singapore	21st Oct.
Hydrangea	N.Y.K.	Singapore	21st Oct.

Impending Arrivals.			
Vessel	Agent	From	Due Hongkong
Penang M.	N.Y.K.	Kobe	20th Oct.
P. London	P.M.C.	San Francisco	21st Oct.
Nagasaki	N.Y.K.	Singapore	21st Oct.
Haidan	N.Y.K.	Singapore	21st Oct.
G. Apur	P.O.	Singapore	21st Oct.
Haidan	G.L. & Co.	Singapore	21st Oct.
Sobu M.	T.K.K.	Yokohama	21st Oct.
Sobu M.	N.Y.K.	Yokohama	21st Oct.
Teikoku M.	N.Y.K.	Hankow	21st Oct.
Empress of Asia	C.P.N. Ltd.	Yokohama	21st Oct.

Consignees Diary.			
Vessel	Agents	Goods Stored	Examination Date
Penang M.	N.Y.K.	Kobe	20th Oct.
P. London	P.M.C.	San Francisco	21st Oct.
Nagasaki	N.Y.K.	Singapore	21st Oct.
Haidan	N.Y.K.	Singapore	21st Oct.
G. Apur	P.O.	Singapore	21st Oct.
Haidan	G.L. & Co.	Singapore	21st Oct.
Sobu M.	T.K.K.	Yokohama	21st Oct.
Sobu M.	N.Y.K.	Yokohama	21st Oct.
Teikoku M.	N.Y.K.	Hankow	21st Oct.
Empress of Asia	C.P.N. Ltd.	Yokohama	21st Oct.

Steamers' Movements.			
Vessel	Agents	From	Due Hongkong
Penang M.	N.Y.K.	Kobe	20th Oct.
P. London	P.M.C.	San Francisco	21st Oct.
Nagasaki	N.Y.K.	Singapore	21st Oct.
Haidan	N.Y.K.	Singapore	21st Oct.
G. Apur	P.O.	Singapore	21st Oct.
Haidan	G.L. & Co.	Singapore	21st Oct.
Sobu M.	T.K.K.	Yokohama	21st Oct.
Sobu M.	N.Y.K.	Yokohama	21st Oct.
Teikoku M.	N.Y.K.	Hankow	21st Oct.
Empress of Asia	C.P.N. Ltd.	Yokohama	21st Oct.

POST OFFICE NOTICES.			
Vessel	Agents	From	Due Hongkong
Penang M.	N.Y.K.	Kobe	20th Oct.
P. London	P.M.C.	San Francisco	21st Oct.
Nagasaki	N.Y.K.	Singapore	21st Oct.
Haidan	N.Y.K.	Singapore	21st Oct.
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Sobu M.	N.Y.K.	Yokohama	21st Oct.
Teikoku M.	N.Y.K.	Hankow	21st Oct.
Empress of Asia	C.P.N. Ltd.	Yokohama	21st Oct.

INWARD MAILS.			
Vessel	Agents	From	Due Hongkong
Penang M.	N.Y.K.	Kobe	20th Oct.
P. London	P.M.C.	San Francisco	21st Oct.
Nagasaki	N.Y.K.	Singapore	21st Oct.
Haidan	N.Y.K.	Singapore	21st Oct.
G. Apur	P.O.	Singapore	21st Oct.
Haidan	G.L. & Co.	Singapore	21st Oct.
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Sobu M.	N.Y.K.	Yokohama	21st Oct.
Teikoku M.	N.Y.K.	Hankow	21st Oct.
Empress of Asia	C.P.N. Ltd.	Yokohama	21st Oct.

OUTWARD MAILS.			
Vessel	Agents	From	Due Hongkong
Penang M.	N.Y.K.	Kobe	20th Oct.
P. London	P.M.C.	San Francisco	21st Oct.
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Teikoku M.	N.Y.K.	Hankow	21st Oct.
Empress of Asia	C.P.N. Ltd.	Yokohama	21st Oct.

INWARD MAILS.			
Vessel	Agents	From	Due Hongkong

PACIFIC SHIPPING.



CANADIAN PACIFIC FARES TO ENGLAND.

Empress of Canada, Empress of Australia,
Empress of Russia, Empress of Asia.
CONNECTING WITH
Empress of Scotland, Empress of France,
Empress of Britain, Empress of India.

\$620.50 GOLD First Class
\$442.84 GOLD Second Class
\$412.84 GOLD Second Class

EMPERESS OF CANADA & E. OF AUSTRALIA
EMPERESS OF RUSSIA & EMPRESS OF ASIA

CONNECTING WITH
Montreal, Montreal, Montreal,
New Oil Burning, Turbine, 16,400 ton Steamers.

\$566.58 GOLD First Class
\$402.84 GOLD Second Class
\$372.84 GOLD Second Class

EMPERESS OF CANADA & E. OF AUSTRALIA
EMPERESS OF RUSSIA & EMPRESS OF ASIA
EMPERESS OF RUSSIA & EMPRESS OF ASIA

All above Fares include First Class Railway Accommodation.
Sleeping Car Fares, Vancouver to Montreal. Compartment
Lower Berth \$25.60.

"CANADIAN PACIFIC THROUGHOUT"

Hongkong Office Tel. Central 752. Cable Address GACANPAC.



Reduced Fare to Europe U.S. \$620.50 First Class Throughout.

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE ISLAND SEA JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN"

KOREA M. 20,000 Oct. 18, 4 PM. TAIYO M. 22,000 Nov. 26.
SHINYO M. 22,000 Nov. 2. GENYO M. 22,000 Dec. 18.
SIBERIA M. 20,000 Nov. 13.

Calling at Dairen. Calling at Keelung

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.

VIA MANILA, KEELUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO.
SAN PEDRO, MANZANILLO, BALBOA, CALLAO,
MILLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES,
RIO DE JANEIRO, SANTIAGO, VALPARAISO.

ANYO MARU 18,000, Oct. 22nd.
SEIYO MARU (omit Keelung) 14,000, Nov. 23rd.
RAKUYO MARU 17,500, Jan. 19th.

Continuing call at Keelung.

JAPAN-HONGKONG-JAVA SERVICE

Between
Kobe, Moji, Dairen, Hongkong, Batavia, Samarang & Sourabaya.

Steamer. Destination. Leaving Hongkong.
PERSEA MARU Java November 25th.
PERSEA MARU Keelung, Moji, Kobe, December 15th.

NEW YORK LINE.
(Freight Only.)

VIA SAIGON, JAVA AND SUEZ.

Steamer. Tons. Leaving Hongkong.
REIYO MARU 12,000 October 15th.

For full information regarding passengers, freight, and sailings apply to—

King's Building. Y. TSUTSUMI, Manager.
Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & BARRY.

Managing Agents—United States Shipping Board

EXPRESS FREIGHT SERVICE.

To Los Angeles & San Francisco from Hongkong by Direct Route.

"Dewey" ... Due Hongkong 25th Oct.
"Elkridge" ... Leaves Hongkong 30th Oct.
"Elkridge" ... Due Hongkong 10th Nov.
"Elkridge" ... Leaves Hongkong 12th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
BILLY SALES FOR ATLANTIC SEABOARD PORTS, THROUGH
WEBS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Manila, Saigon, S'pore, Batavia, Samarang & Sourabaya.

"West Chopaka" ... Due Hongkong 2nd Nov.
"West Chopaka" ... Leaves Hongkong 3rd Nov.
"West Farallon" ... Due Hongkong 22nd Nov.
"West Farallon" ... Leaves Hongkong 23rd Nov.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.
For Full Information apply to

STRUTHERS & BARRY.

L. EVERETT, 1st Floor, Powell's Building.
General Agent for Japan-China-Philippines.
Indo-China-Straits & Java. Phone Central No. 3005.
G. P. BRADFORD, Res. Agent.



REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN
KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "HOZUI MARU" ... on or about

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about

For further particulars, please apply to—

S. MITARAI, AGENT,
Branch Office, 32, Benham-Strand, West.
Tel. Central No. 155.

Top Floor, King's Building,
Tel. Central No. 140.

PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG.

For Baltimore via Genoa, Marseilles, Boston and New York.
S.S. DIANA DOLLAR ... 4th November.
S.S. MARGARET DOLLAR ... 10th December.

For New York via Genoa, Marseilles, and Boston.
S.S. ROBERT DOLLAR ... 5th January.

For New York via Panama.
S.S. STUART DOLLAR ... 1st January.

For Vancouver and Seattle.
S.S. STUART DOLLAR ... 1st January.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.
No. 4A Des Vaux Road, Ground Floor. Tel. Central 795 & 792.

NORDDEUTSCHER LLOYD

REGULAR

FREIGHT AND PASSENGER SERVICE

ON THE BERTH FOR—

PORT SAID, ROTTERDAM, HAMBURG, BREMEN

S.S. WESTFALEN ... Sailing 16th November.

Calling at Antwerp.

For particulars Regarding Rates and Bookings Apply to

THE ROBERT DOLLAR CO.

Tel. Central 795-792 Gen. P. O. Building. Third Floor.



PACIFIC STEAMSHIP COMPANY

Operating the following U.S. Shipping Board Steamers.

SEATTLE & VICTORIA

SERVICE—COURTESY—SPEED.

PASSENGER & FREIGHT

Via Shanghai, Kobe and Yokohama.

Sails From Hongkong Arrive Seattle

S.S. President Grant ... For Seattle ... Oct. 19. Nov. 7.

President Jefferson ... For Seattle ... Nov. 2. Nov. 21.

President Madison ... For Seattle ... Nov. 16. Dec. 5.

SPECIAL THROUGH RATE TO EUROPE G. \$620.50.

Sailings every 14 days.

MANILA SERVICE.

S.S. President Jefferson ... Oct. 23.

President Madison ... Nov. 6.

President McKinley ... Nov. 20.

SAIGON, SINGAPORE & SOURABAYA.

S.S. LAKE ONAWA ... Oct. 23.

Through Bills of Lading to all United States and Canadian

Overland Points; also via Panama Canal Lines to Atlantic Ports.

Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

7 PASSENGER OFFICE. H.K. & Shanghai Bank Building.

Tels. Central 2477 & 2478. 4, Des Vaux Rd. C. G. Floor.

SERVICE TO NEW YORK.

NEW YORK and/or BOSTON

via PANAMA.

S.S. SATSUMA ... about October 25.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.

THE ADMIRAL LINE

AGENTS.

4, Des Vaux Rd. C. H.K. & Shanghai Bank Bldg. Ground Floor.

10, Robinson Central 2477 & 2478.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN OVERSTRATEN"

will be despatched 1st November to SINGAPORE, PENANG

and BELAWAN DELI.

Offers excellent Saloon accommodation

All lower berths

English cuisine

Doctor carried

Wholesale telegraph

1st class fare to SINGAPORE \$100.

Agents: JAVA CHINA JAPAN LUN,

York Building,

Chater Road

Telephone Central No. 1574.

PACIFIC SHIPPING.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)
OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "CORJISTAN"
"ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07
Maximum Rate U.S.G. \$620.50
First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

Via Shanghai, Nagasaki, Yokohama & Honolulu.

S.S. NANKING S.S. CHINA S.S. NILE

October 23rd. November 27th. December 15th.

JAVA SERVICE

HONGKONG TO AMOY, SINGAPORE & JAVA PORTS.

S.S. CORJISTAN. To Swatow & Amoy. To Singapore, Batavia, Samarang and Sourabaya.

S.S. ARMANESTAN. To Amoy and Swatow. To Singapore, Batavia, Samarang and Sourabaya.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

CHINA MAIL STEAMSHIP CO., LTD.

PAISON'S BUILDING, 105 HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. PASSENGER DEPT. & AGENT.

Central No. 1934. Central No. 2161.

Cable add. "CHIMAIL"

BOSTON & NEW YORK.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

S.S. BELLEROPHON ... via Suez Canal ... 25th Oct.

S.S. KENTUCKY ... via Suez Canal ... 5th Nov.

S.S. TEUCER ... via Suez Canal ... 15th Nov.

S.S. CITY OF CANTON ... via Suez Canal ... 25th Nov.

Steamer proceeds via Suez Canal or Panama Canal; Owners' option.

Subject to change without notice

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

(John Swire & Sons, Ltd.) REISS & CO. CANTON

M SERVICES CONTRACTUELS M

MESSAGERIES MARITIMES

Mail Steamers. Next Sailings. From Marseilles. Pro. arr. at Hongkong. Pro. Sailing from Hongkong for Europe.

AYAZ LE RIDEAU ... 31st Oct.

PORTHOS ... 14th Nov.

ARMAND BEHIC ... 25th Nov.

PAUL LECAT ... 25th Nov.

ANDRE LEBON ... 25th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

A Class 1st Class £ 138.14- B. Class 1st Class £ 130.6-

Steamers 2nd Class £ 101.12- Steamers 2nd Class £ 86.10-

Railway Tickets issued for Leaving Towns of Europe.

LIGNE COMMERCIALES (Cargo Boats)

S.S. LT. DE MISSISSY Sailing end Oct. for Havre, D'ikik & A'werp

Sailings and dates subject to alteration without notice.

For further particulars apply to:

Telephone Central 740. Messageries Maritimes Co.

Consignment. Transit. Representation.

3 Queen's Building.

Representation.

Representation.

Representation.

Representation.

Representation.

Representation.

COMMERCIAL NEWS.

SINO-BRITISH TRADE ASSOCIATION.

Mr. Halliday Macartney has severed all connection with the Sino-British Trade Association and any subsidiary organisation, whose offices are at 116, High Holborn.

MANCHESTER COTTON.

A Manchester report dated Sept. states:—At this time of the year, trade activity is not expected, the holidays being a disturbing influence both as regards the production and distribution of goods. The political situation in Europe has also had its effect upon merchants and traders, and though it is sometimes suggested that things in that connection are scarcely become worse, the financial chaos in Germany is most serious and trade cannot flow on free lines until there is greater stability in the exchanges. This month has been an important period for the American cotton crop and during the last fortnight unfavourable weather has prevailed in most parts of the belt. After a decline in prices therefore a reaction set in and the opinion is gaining ground that lower values are not likely just at present. Should the unsettled conditions continue on the Continent, however, consumption this season may not be so large as anticipated a little time ago. During the early part of the month, the demand for cotton piece goods was very poor, buyers, as usual in a falling market, holding aloof. Manufacturers were steadily losing ground and there was talk of looms running out of work, but subsequently there was an improvement in enquiry, especially for India, and during the last ten days buying has been on a freer scale. Some substantial contracts have been arranged for Calcutta in grey shirtings and lighter fabrics, and Blackburn firms have obtained some relief. Trade prospects in China remain very uncertain and business has been confined to small lots, but should there be a revival of demand for that part of the world a distinct change would soon show itself in Manchester. Iron and Steel.—The hopeful outlook in this industry continues, states a Home report just received, and since the beginning of the month employment has been found for a considerably increased number of the workers. Orders which are principally for export, continue to come in quite freely for prompt delivery, but there is a marked disinclination to order ahead. Existing stocks of pig iron are being heavily drawn upon, but only one or two additional blast furnaces are being brought into commission owing to the continued high costs.

CHINESE NATIONAL ANTHEM.

An Army Order (A.O. 320 of 1922) states that settings of the Finnish and Chinese National Anthems have now been published, and that all military bands should be in possession of at least one set of the music of each anthem.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Coder used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition.

Western Union and Watkins, Bentleys and Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters Electricians

Kowloon Docks

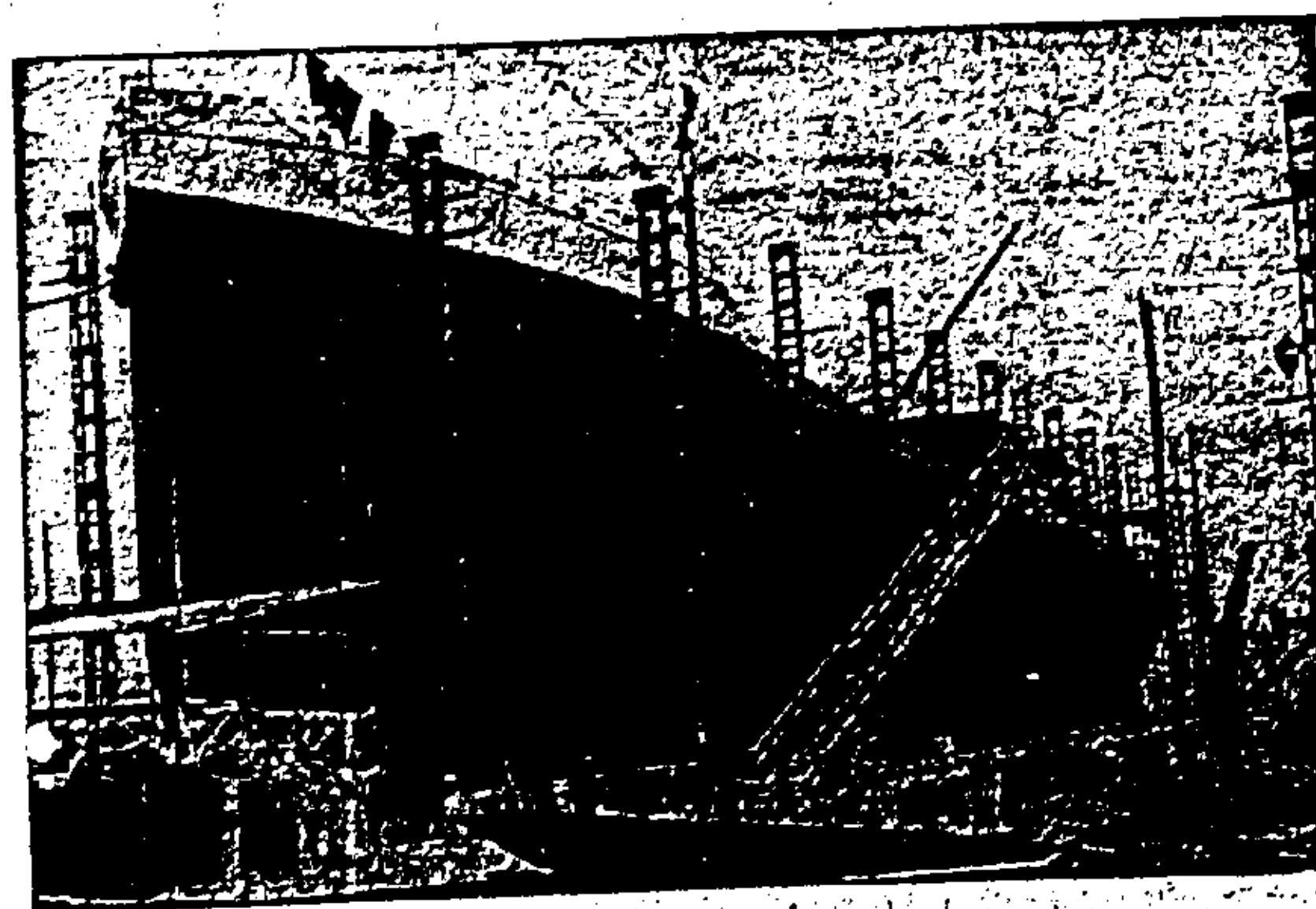
No. 1. Length 799ft. breadth 65ft.

No. 2. Length 371ft. breadth 74ft.

No. 3. Length 264ft. breadth 49ft. 3in.

No. 1 Slip. Length 240ft. breadth 60ft.

No. 2 Slip. Length 220ft. breadth 60ft.



Tai-Kok-Tsu

OSKOPOLITAN DOCK

Length 465ft. breadth 65ft.

Aberdeen

HOPE DOCK

Length 425ft. breadth 54ft.

LAMONT DOCK

Length 325ft. breadth 45ft.

Launch of Oil Tanker "PALUDINA" at KOWLOON DOCKS. Built to the order of

The Anglo-Saxon Petroleum Co. Ltd.

Please Address Enquiries to the Chief Manager

M. DYER, B.Sc. M.I.N.A. Kowloon Dock Hongkong.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES INCORPORATED IN ENGLAND
 TO
 STRAITS, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MACARTHUR, EAST & NORTH AFRICA, AUSTRALASIA,
 INCLUDING NEW ZEALAND & QUEENSLAND PORTS.
 PENINSULAR & ORIENTAL FORTNIGHTLY
 DIRECT ROYAL MAIL STEAMERS
 (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tonnage	From Hong Kong (about)	Destination
MANTUA	11,000	25 Oct. 11 a.m.	B'way, M'les, L'don, A'werp
DONGOLA	8,000	5th Nov.	M'les, London & Antwerp
VANKIN	7,000	32nd Nov.	M'les, London & Antwerp
KARMALA	9,000	6th Dec.	B'way, M'les, L'don, A'werp

BRITISH INDIA-APCAR SAILINGS (South)			
JAPAN	6,000	19 Oct. 3 p.m.	S'pore, Penang & Calcutta
TANDA	7,000	28th Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)			
ST. ALBANS	4,500	1st Nov.	Manila, Thursday Island, Trille, B'ban, Sydney & Melbourne.

For further information apply to—**NIPPON YUSEN KAISHA.**
 Tel. Central Nos. 292 & 293. K. H. KAMEI, Manager.

SAILINGS TO SHANGHAI & JAPAN.			
NANKIN	6,853	23rd Oct. 4 p.m.	Shanghai, Kobe, Y'ham
G. APCAR	4,649	25th Oct.	Japan
KARMALA	8,993	4th Nov.	Shanghai & Japan
EASTERN	4,000	4th Nov.	Japan

All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.
 Passengers' Messing not more than 24 hrs. in advance will be received at the Company's Office up to noon on the day previous to sailing.
 For Passage Rates, Handbooks, Freight etc., apply to
MACKINNON, MACKENZIE & CO.
 22, Des. Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS
 U.K., STRAITS, CHINA & JAPAN Service.
 OUTWARDS.

Vessel	Due Hongkong
S.S. GLENGARRY	20th October
S.S. GLENIFFER	10th November

Vessel	Leaves Hongkong	Discharges
S.S. GLENDOLE	23rd Oct.	LONDON, A'W'P, R'DAM, H'BURG.
S.S. GLENAPP	5th Nov.	L'DON, A'W'P, R'DAM, H'BURG.
S.S. GLENGARRY	27 Nov.	GENOA, L'DON, A'W'P, R'DAM, H'BURG.

Movements are subject to change without notice.
 For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.
THE GLEN LINE, LTD.
 AGENTS
 Telephone Central No. 215, sub-ex. 23 and 3695

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN
 JAVA, CHINA AND JAPAN.

Steamer	From	Expected at	Will leave on	To
Tjimanok	Java	19th Oct.	19th Oct.	Amoy, Shanghai
Tjileboet	Java	26th Oct.	25th Oct.	M'la, San Francisco

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
 For Freight and Passage apply to the

Java-China-Japan Lijn.
 Telephone Central No. 1574. York Buildings.

PACIFIC MAIL STEAMSHIP CO.

OFFERS SPECIAL THROUGH FIRST CLASS RATES
 HONGKONG TO EUROPE
 via SAN FRANCISCO AND NEW YORK
 U.S.G. \$620.50
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MINIMUM BERTH TO SAN FRANCISCO
 FIRST CLASS RAIL ACCOMMODATIONS
 SAN FRANCISCO TO NEW YORK
 WITH STOPOVER PRIVILEGES, BERTH AND ACCOMMODATIONS ON ANY ATLANTIC OCEAN STEAMER
 VALUED AT U.S.G. \$205.00
 BUT DOES NOT INCLUDE BERTH AND MEALS ACROSS AMERICAN CONTINENT.

FOR FULL INFORMATION see
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UNITED STATES SHIPPING BOARD.
 UNION BUILDING, HONGKONG
 Cable Address "SOLANO" Canton Agents, REISS & CO.

Shipping to Europe, Australia, and other Ports.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION.
 VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.
 Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.

YOKOHAMA MARU	Monday, 23rd Oct. at 11 a.m.
KAGA MARU	Friday, 10th Nov. at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, etc.	Wednesday, 25th Oct. at 11 a.m.
SUWA MARU	Wednesday, 25th Oct. at 11 a.m.
FUSHIMI MARU	Wednesday, 25th Oct. at 11 a.m.
HAMBURG via LONDON, ROTTERDAM	Tuesday, 7th November.
DAKAR MARU	Tuesday, 7th November.
LIVERPOOL via MARSEILLES	Tuesday, 24th October.
TOYOHASHI MARU	Tuesday, 24th October.
SYDNEY & MELBOURNE via Manila, etc.	Tuesday, 14th Nov. at 11 a.m.
AKI MARU	Tuesday, 19th Dec. at 11 a.m.
TANGO MARU	Tuesday, 19th Dec. at 11 a.m.
NEW YORK via PANAMA	Saturday, 23rd October.
MAYABASHI MARU	Saturday, 23rd October.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape	Saturday, 23rd October.

HOMBAI via Singapore, Penang & Colombo	Friday, 27th October.
TANBA MARU	Friday, 27th October.
CALCUTTA via Singapore, Penang & Rangoon	Saturday, 21st October.
PENANG MARU	Saturday, 21st October.
YAGASAKI, KOBE & YOKOHAMA	Friday, 17th Nov. at 11 a.m.
TANGO MARU	Friday, 17th Nov. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	Monday, 23rd Oct. at 11 a.m.
HAKOZAKI MARU	Monday, 23rd Oct. at 11 a.m.
KAWACHI MARU (Omitting Shanghai)	Saturday, 23rd Oct.

For further information apply to—**NIPPON YUSEN KAISHA.**
 Tel. Central Nos. 292 & 293. K. H. KAMEI, Manager.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON
 FOR NEW YORK & BOSTON.

S.S. "KENDAL CASTLE"	Sailing on or about 15th Nov.
S.S. "WRAY CASTLE"	Sailing on or about 15th Dec.

LYDD TRIESTINO.

Taking cargo or through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "VENEZIA"	Sailing on or about 6th November.
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For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRIESTE"	Sailing on or about 23rd October.
S.S. "VENEZIA"	Sailing on or about 25th November.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMLAZI"	Sailing on or about 31st October.
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Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD.
 Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
 SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	17th Oct.	21st Oct. at 3 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to
Butterfield & Swire.
 (JOHN SWIRE & SONS, LTD.)
 Telephone Central No. 36. Agents.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)
 UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"City of Tokio"	20th Oct.	Shanghai, Kobe & Yokohama.
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HOMEWARDS.

"City of Sydney"	L'don, A'werp, R'dam, H'burg, G'row.
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PASSENGER SERVICE.

"City of Paris"	Mid. Dec.	Marseilles & London.
"City of York"	Mid. Feb.	"
"City of Simla"	Mid. March.	"
"City of Poona"	Mid. April.	"

Subject to change without notice.
 For further particulars apply to
REISS & CO. **THE BANK LINE, LTD.**
 CANTON. (Tel. Central 80).

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

Destination	Steamer	Sailing
KOBE	H'phong via H'how, Phoi Leesang	Fri. 20th Oct. at noon.
SANDAKAN	H'phong via H'how, Phoi Leesang	Fri. 20th Oct. at noon.
MANILA	Yuen-sang	Fri. 20th Oct. at 3 p.m.
TIENTSIN	Chipsang	Sat. 21st Oct. at 4 p.m.
TTAO via S'ow & S'hai	Yat-shing	Tues. 24th Oct. at 10 a.m.
BANGKOK via Swatow	Chak-sang	Tues. 24th Oct. at 10 a.m.
STRAITS & Calcutta	Laisang	Tues. 24th Oct. at 3 p.m.
TTAO via S'ow & S'hai	H'ang-sang	Thurs. 26th Oct. at 10 a.m.
HAIPHONG via H'how	Ming-sang	Fri. 27th Oct. at 10 a.m.
BANGKOK via Swatow	Drufar	Tues. 31st Oct. at 10 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passenger and cargo, calling at H'how when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

S.S. "Laisang" will be despatched on or about Tuesday, 24th Oct. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—
JARDINE MATHESON & CO., LTD.
 Telephone Central No. 215. General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.
 SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
CHEFOO & NEWCHWANG	Hanyang	20th Oct. at 4 p.m.
SHANGHAI & TSINGTAO	Szechuen	21st Oct. at 4 p.m.
BANGKOK	Linan	22nd Oct. at 4 p.m.
SHANGHAI	Luchow	22nd Oct. at 4 p.m.
SWATOW & SINGAPORE	Kwiyang	22nd Oct. at 4 p.m.
SWATOW & BANGKOK	Kingyuan	24th Oct. at 10 a.m.
SHANGHAI & TSINGTAO	Kanchow	24th Oct. at 4 p.m.
H'HOW, PHOI, PHONG	Kailong	25th Oct. at 7 a.m.
AMOY & SHANGHAI	Sochow	26th Oct. at 7 a.m.
W'WEL, CHEFOO & T'TSIN	Kueichow	27th Oct. at 4 p.m.
SHANGHAI & TSINGTAO	Sinkiang	29th Oct. at 4 p.m.
SHANGHAI	Chienkiang	29th Oct. at 4 p.m.
SWATOW & BANGKOK	Kiangsu	31st Oct. at 10 a.m.
SHANGHAI & TSINGTAO	Yingchow	31st Oct. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation and ships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow. For Freight or Passage apply to

BUTTERFIELD & SWIRE,
 (John Swire & Sons, Ltd.)
 AGENTS.
 Telephone Central No. 36.
 Cargo and baggage can be insured at the above office.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiching	W. C. Pasmore	FRI. 20th Oct. at 1 p.m.
Haiching	J. S. Thomson	TUES. 24th Oct. at 1 p.m.
Haiching	W. S. Turnbull	FRI. 27th Oct. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)
 For Freight and Passage, apply to
Douglas Lapraik & Co.,
 General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)
 REGULAR FORTNIGHTLY SERVICE

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. CHERIBON-MARU Sailing on or about 23th Oct

For Moji, Kobe & Yokohama.

S.S. SAMARANG MARU Sailing on or about 7th Nov.

For further particulars please apply to—
K. SUZUKI,
 Manager.
 Tel. Central No. 2206.
 Second Floor, Prince's Building.

SHIPPING NEWS.

ROY'S ILLNESS HOLDS UP A CUNARD.
 The Cunarder Tyrhenia was delayed at Queenstown on her way to Boston, while a boy of 14, R. Easton, of Providence, Rhode Island, was operated on for appendicitis. Five doctors were called in consultation, and allowed the patient to continue his voyage with his mother and sister, in the belief that all danger to him was over. He had come from France.

EXTENT OF GERMAN TONNAGE.
 The Hamburg-American Line has at present 43 vessels totalling 163,707 tons, and also has under construction 43 additional vessels totalling 198,692 tons.—The Norddeutscher Lloyd has 25 vessels totalling 137,088 tons, with 23 under construction totalling 236,200 tons.—The Hamburg-South America Line has 8 boats of 59,904 tons, and a further 6 being built of 54,336 tons.—The Stinnes group fleet totals approximately 100,000 tons.—These figures show the extent of German tonnage now to be about one-third of pre-war figures.

A CHAIN OF CUNARDERS.
 A novel wireless link across the Atlantic was reported by the Cunarder Mauretania, which arrived at Southampton recently. Whilst in mid-ocean she received and relayed messages to the Aquitania, then on the point of entering New York Harbour. These messages, despatched from the wireless station at Devizes, were received and passed on to the American coast by a chain of Cunarders, no fewer than six of which were in touch on that particular day. The height of the American exodus from Europe is being reached. The Bengalia, outward bound from Southampton yesterday, has on board 2,500 passengers for New York. Of these, 820 are travelling saloon and 700 second-class, there being not a solitary spare state room in either class of the ship. Four special trains from Waterloo took the passengers to Southampton, and on arrival at Cherbourg four more specials were waiting for the ship with Continental travellers from Paris.

MOMENTOUS SHIPBUILDING CONFERENCE.
 A momentous conference was held last month at Edinburgh of shipbuilders and trades union representatives, on which the immediate future of British shipbuilding hangs. Facts and figures of a startling character were submitted. The chief proposals were a new wages scale and the stabilising of costs to cover a period of twelve months. If shipbuilders are placed in a position to look ahead for twelve months, and cut down their tonnage rates, revived prosperity would be assured, as builders and owners are fully aware that no less than three million tons of shipping, at present in commission, are approaching the obsolescence. It is to pave the way and preserve the replacement for this country, that the conference aims. The conference is a sequel to a conference held in Glasgow of shipowners, builders, engineers, and union representatives, at which employers took the men into their confidence. It was expected that the employers will definitely ask that the remaining 10s. of war bonus would be discontinued. The proceedings were private.

SAFETY AT SEA.
 "Centurion" thus writes to the Times.—Mr. Carpenter has forgotten one thing—human nature. Very many passengers will object to doing boat-drill, especially during the first day or two, and if they refuse, what penalty can be inflicted, and by whom? Again, voyages are very often not from some one port to some other port and back, but there are frequent calls at which fresh passengers are taken on. When, therefore, will the boat-drill take place? Even if passengers are given the number of boats, they will probably forget it in their excitement, and get port and starboard mixed up. I suggest that each lifebelt should bear the number of the boat to which the passenger is assigned, so that any responsible member of the crew can direct the passenger at once. Do not let us have more horrors of inspection, but make it warm for those responsible for avoidable mishaps. If the officers are competent the crew, whether British or Lascar, will have confidence and there will be no panic. I have never met a sailor or a naval architect who thought that the proper remedy for the Titanic disaster, it is a measure demanded by an ignorant public.

NOTICE.

Virginia's Best

Sweetness, Coolness, Infinite Satisfaction—a feeling of Supreme Content.

The man who enjoys a Virginia Cigarette and has never smoked "Three Castles" has yet to taste perfection.

THE "THREE CASTLES" CIGARETTES

"There's no sweeter tobacco comes from Virginia and no better brand than the 'Three Castles'."

THACKERAY—The Virginians

W.D. & H.O. WILLS
Bristol and London.

PASSENGERS DEPARTED.

Per s.s. KOREA MARU.—Mr. I. Ando, Mr. Chan Kwok Foon, Mrs. G. A. Evans, Mr. Foo Kee, Mr. Go Dig Sun, Miss Go Ting Gum, Mr. B. Belen, Mr. Yasaburo Fujii, Mr. A. Perlos, Miss D. Kamp, Mr. Leung Lai Tong, Mr. D. Matsui, Mrs. Ngai Shee, Mr. S. Noguchi, Dr. Agnes Walker, Mr. Perry Wearne, Mrs. Wong Shee, Miss M. Ashness Wells, Mr. S. Yokoyama, Mr. A. S. Reyes, Mr. H. Schmacher, Mr. S. Serrano.

Per s.s. PRESIDENT GRANT.—Mr. Joong Jock Ting, Miss Luk, Mr. Pingho S. Chan, Mr. Peter Leong, Mr. F. Myers, Miss M. da Silva, Mr. C. F. Wong, Mr. Jacob Wood, Lt. Com. A. Evesleigh, Mr. S. C. Kingsbury, Mrs. S. C. Kingsbury, Miss Kingsbury, Mr. J. H. Barker, Mr. J. S. Gubbay, Capt. F. Mooney, Mr. R. K. Batchelor, Mr. W. K. Ho, Mr. E. S. Johnson, Mr. H. M. Kenyon, Mr. S. S. Young, Mr. H. H. Barton, Mr. W. G. Reynolds, Mrs. W. G. Reynolds, Mr. J. M. Dyer, Mrs. J. M. Dyer, Mrs. Bradley, Mr. V. S. Giles, Master S. J. Giles, Mrs. V. S. Giles, Miss M. K. Giles, Mr. Chan Kung Soak, Mr. Lai Gwan, Mr. E. Weping, Mr. Luong Sang Yau, Mr. Lee Sen, Mr. Lee Hen Sen, Mr. Lee Lin, Mrs. Wong Shee, Mrs. Chow Shee, Miss Woo Lew Hai, Mr. Lee Leung, Mrs. Leung Shee, Mr. Wong Shi Chong, Mrs. Chee Li Chin, Mr. Ng Yuen Chow, Mr. Chow Bing, Mr. Moy Kee, Mr. Woo Goov Wai, Mr. Tim Shew, Mr. Kwong Po, Mr. Lee Bing Lem, Mr. Chung Sau Kuo, Mr. Low Hing, Mr. Mark Gin Wan, Mr. Chung Shung, Mr. Hock Ten, Mr. Lee Swee Sang, Mr. Tong Choon Thong, Mr. Lee Sing Tai, Mr. Yen Chong, Mr. Yen Pon, Mr. A. H. Tait, Mr. E. O. Haight, Mr. Chan Lee, Mr. Chan Wing Gee, Mr. & Mrs. I. H. Geare, Miss E. L. Geare, Mr. W. J. Martin, Mr. H. E. Baulkner.

WEATHER REPORT.

Oct. 19d. 10h. 35m.—Pressure has decreased considerably over N.E. Japan and slightly from Formosa to Hongkong and the Philippines. It has increased moderately at Shanghai.

The depression between the Bonins and Japan deepened and moved rapidly to the N.E. of Japan.

An anticyclone has formed over N. China and S.E. Mongolia. The monsoon will freshen along the E. coast of China and over northern portion of the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.75 inch. Total since January 1st, 67.84 inches, against an average of 79.49 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Formosa Channel } N.E. winds, strong.

South coast of } N.E. winds, fresh.

H.K. & Lamocks. } fair.

3 Hongkong to } fair.

Gap Rock. } fair.

4 South coast of } N.E. winds, fresh.

H.K. & Hainan. } fair.

1. F. CLAXTON, Director.

H.K. Observatory, Oct. 19, 1922.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

Should the time ball be out of order the above routine will be carried out with flag "Z" on the storm signal mast.

The signal are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 55m. 0s. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds except at the 2nd, 28th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours of time Greenwich).

Sept. 6d. 11h. 00m.—Warning to Hongkong Coast Ports, &c.—Depression or typhoon in Lat. 15° N. Long. 123° E. direction unknown, position uncertain.

METEOROLOGICAL.

	Previous Day	on date.	on date.
Barometer	29.88	29.87	29.85
Temperature	81	76	79
Humidity	79	89	75
Wind Direction	E	E	E
Wind Force	3	4	4
Weather	0	0	0
Rain	0.00	0.00	0.76
Highest open air			
Temperature on the 18th	82		
Lowest open air			
Temperature on the 19th	75		

T. F. CLAXTON, Director.

H.K. Observatory, Oct. 19.

CHINESE LABOUR AND RUSSIA. Members of the China Seamen's Union at Shanghai and other labour organisations were present at a meeting in the Broadway office of the Union when Mr. Kong Kong-fu gave a lecture on "Labour Movements in Russia and Germany." The lecturer impressed upon those present the necessity of organising in order to obtain their rights.

HOTELS.

LEADING FAR EASTERN HOTELS.

HONGKONG: Hongkong Hotel, Peak Hotel, Repulse Bay Hotel.
SHANGHAI: Astor House Hotel, Palace Hotel, Grand Hotel Kales.
PEKING: Grand Hotel des Wagon Lits.
The Hongkong Hotel Co., Ltd.
In conjunction with
The Shanghai Hotels, Ltd.
and
The Grand Hotel des Wagons Ltd.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 473. Telegraphic Address: "VICTORIA"
J. WITCHELL, Manager.

THE EUROPE HOTEL.

SINGAPORE.

DANCING AFTER DINNER
EVERY
MONDAY, WEDNESDAY and SATURDAY.
TEA DANCES
TUESDAYS and THURSDAYS.
The Hotel Orchestra under the Direction of Mr. F. R. Martens.
Telephones in every Room.
Telegraphic Address: "EUROPE, SINGAPORE."
Telephone No. 2740 (9 lines).
THE EUROPE HOTEL, LTD.
ARTHUR E. ODELL, Manager.

KINGSLERE HOTEL MID-LEVEL
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

PALACE HOTEL, KOWLOON.

Tel. No. Kowloon 3. Tel. Add. "Palace."
Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong.
A first class Hotel in every respect and under English management.
Cuisine under personal supervision of the Proprietor.
Lounge, bar and billiard room.
Terms Moderate.
Special arrangements for families on application to
J. H. OXBERRY, Proprietor.



SOLE AGENT,
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

Kudomoto, from Mikage.
Ivanite, from Kobe.
Hiraoka Matsubara Hotel, from Tokyo.
St. Marsh U.S.S. Tracy, from Shanghai.
R. Kottelwell, from Shanghai.
Togohideki Hotel Matsubara, from Kobe.
Rony, from Shanghai.
Liangtuche L. Charlie & Co. from Shanghai.
9235, from Chinkiang.
Liyaussang Kwongtailoychan, from Amoy.
1487, from Chinkiang.
1144, from Chinkiang.
Tackfunz & Co. Poonliman, from Hankow.
Cheungyuen, from Shanghai.
Lashing, from Shanghai.
7844, from Shanghai.
Manchuanchan Des Vaux Road West, from Amoy.
TH. KRING, Superintendent.
Hongkong, October 12, 1922.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

3157/5th Argentorox, from Bombay.
4643/7th Blaket, from London.
2524/4th Sivadco, from London.
5659/10th Toyosano, from Townsville.
M. E. F. AIRBY, Superintendent.
Hongkong, October 12, 1922.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS
7.00 a.m. to 12.00 a.m. every 15 min.
12.00 a.m. to 1.00 a.m. every 15 min.
1.00 a.m. to 2.00 a.m. every 15 min.
2.00 a.m. to 3.00 a.m. every 15 min.
3.00 a.m. to 4.00 a.m. every 15 min.
4.00 a.m. to 5.00 a.m. every 15 min.
5.00 a.m. to 6.00 a.m. every 15 min.
6.00 a.m. to 7.00 a.m. every 15 min.
7.00 a.m. to 8.00 a.m. every 15 min.
8.00 a.m. to 9.00 a.m. every 15 min.
9.00 a.m. to 10.00 a.m. every 15 min.
10.00 a.m. to 11.00 a.m. every 15 min.
11.00 a.m. to 12.00 a.m. every 15 min.
12.00 a.m. to 1.00 a.m. every 15 min.
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5.00 a.m. to 6.00 a.m. every 15 min.
6.00 a.m. to 7.00 a.m. every 15 min.
7.00 a.m. to 8.00 a.m. every 15 min.
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